

County of Santa Clara
Office of the County Clerk-Recorder
Business Division

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Santa Clara County Clerk – Recorder's Office
State of California



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REGINA ALCOMENDRAS, County Clerk – Recorder
by Vanessa Ortiz, Deputy Clerk – Recorder,

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. LEAD AGENCY: City of Mountain View
2. PROJECT TITLE: Shoreline Athletic Fields, Project 11-33
3. APPLICANT NAME: City of Mountain View PHONE: (650) 903-6311
4. APPLICANT ADDRESS: 500 Castro Street, Mountain View, CA 94041
5. PROJECT APPLICANT IS A: ☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity
6. NOTICE TO BE POSTED FOR 30 DAYS.

7. CLASSIFICATION OF ENVIRONMENTAL DOCUMENT

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

- | | | |
|---|-------------|---------|
| <input type="checkbox"/> 1. <u>ENVIRONMENTAL IMPACT REPORT</u> (PUBLIC RESOURCES CODE §21152) | \$ 2,839.25 | \$ 0.00 |
| <input type="checkbox"/> 2. <u>NEGATIVE DECLARATION</u> (PUBLIC RESOURCES CODE §21080(C)) | \$ 2,044.00 | \$ 0.00 |
| <input type="checkbox"/> 3. <u>APPLICATION FEE WATER DIVERSION</u> (STATE WATER RESOURCES CONTROL BOARD ONLY) | \$ 965.50 | \$ 0.00 |
| <input type="checkbox"/> 4. <u>PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS</u> | \$ 949.50 | \$ 0.00 |
| <input type="checkbox"/> 5. <u>COUNTY ADMINISTRATIVE FEE</u> (REQUIRED FOR a-1 THROUGH a-4 ABOVE)
Fish & Game Code §711.4(e) | \$ 50.00 | \$ 0.00 |

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

- | | | |
|--|----------|---------|
| <input type="checkbox"/> 1. NOTICE OF EXEMPTION (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED) | \$ 50.00 | \$ 0.00 |
| <input type="checkbox"/> 2. A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE "SAME" PROJECT IS ATTACHED (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED) | | |
| DOCUMENT TYPE: <input type="checkbox"/> ENVIRONMENTAL IMPACT REPORT <input type="checkbox"/> NEGATIVE DECLARATION | \$ 50.00 | \$ 0.00 |

c. NOTICES THAT ARE NOT SUBJECT TO DFG FEES OR COUNTY ADMINISTRATIVE FEES

- | | | | |
|--|--|--------|-----------|
| <input type="checkbox"/> NOTICE OF PREPARATION | <input checked="" type="checkbox"/> NOTICE OF INTENT | NO FEE | \$ NO FEE |
|--|--|--------|-----------|

8. OTHER: _____ FEE (IF APPLICABLE): \$ _____

9. TOTAL RECEIVED..... \$ 0.00

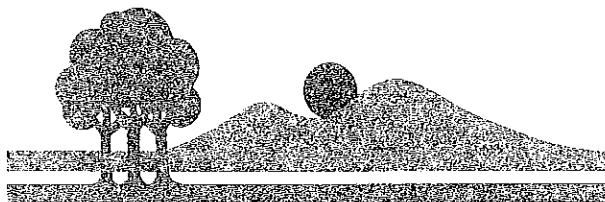
*NOTE: "SAME PROJECT" MEANS NO CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE SUBSEQUENT FILING OR THE APPROPRIATE FEES ARE REQUIRED.

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CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b)); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

"... NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID." Fish & Game Code §711.4(c)(3)



CITY OF MOUNTAIN VIEW

Public Works Department • 500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6311 • FAX 650-962-8503

August 12, 2011

CLERK—COUNTY RECORDER'S OFFICE
70 WEST HEDDING STREET
EAST WING—FIRST FLOOR
SAN JOSE CA 95110

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the Public Works Department of the City of Mountain View has prepared a Mitigated Negative Declaration (a statement of no significant environmental impacts) for the project identified below.

Project Title: Shoreline Athletic Fields, Project 11-33
City: Mountain View, California
County: Santa Clara
Public Review Period: August 12, 2011 to September 12, 2011
15 RR 15 RR

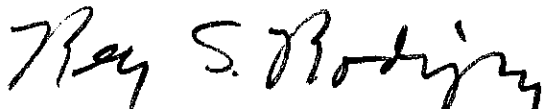
In accordance with State California Environmental Quality Act (CEQA) Guidelines, Sections 15071 and 15072, and the City of Mountain View procedures for implementation of the CEQA, an Initial Study for the above-named project was prepared. Based on the enclosed Initial Study, it has been determined that a Mitigated Negative Declaration is appropriate for this project. An Initial Study and Mitigated Negative Declaration are enclosed documenting the reasons to support the finding that a Mitigated Negative Declaration is appropriate for this project.

PROJECT DESCRIPTION: The City of Mountain View (City) proposes the Shoreline Athletic Fields Project (proposed project), which would include construction of multi-use athletic fields over a closed landfill site, currently used for storage of equipment and materials, and soil stockpiles for maintenance of the landfill, golf course and park. Of the 12.6-acre site, 5.3 acres would consist of athletic fields, including two synthetic-turf soccer fields, one baseball field and one baseball/softball field, each with a dugout. The remaining 7.3 acres would be used for a concession building, a storage building for athletic equipment, a children's play area, a burrowing owl foraging area and parking. Other site amenities include a rest room and a drinking fountain. Recycled water would be used for minimal landscaping, and possibly to cool the synthetic turf on extremely hot days.

The proposed project includes sportsfield lighting, which provides more scheduling flexibility for nighttime games. Lighting is expected to be used year round. The proposed project also includes pathway and parking lot lighting for nighttime use and security. The sportsfield lights are typically mounted on tall poles approximately 60' to 90' above the ground and are sited to light the fields as efficiently as possible. Downward-focusing hoods may also be installed to direct lighting onto the field and limit light spillover onto the nearby golf course and burrowing owl foraging areas. The pathway and parking lot lights would be mounted on poles at much lower heights, not more than 30' above the ground. The proposed project would provide approximately 190 parking spaces (including required spaces per Americans with Disabilities Act), of which 165 would be on-site and 25 would be on the street along Garcia Avenue based on the Concept Plan. The project site would also include fencing, a pedestrian path and burrowing owl interpretive signs that display images and educational information regarding the burrowing owl.

It has been determined this proposed project would not have a significant effect on the environment. Copies of the Initial Study and Mitigated Negative Declaration and all documents referenced in the Mitigated Negative Declaration are available for review in the Mountain View Public Works Department, City Hall, 500 Castro Street, Mountain View, California. The Mountain View City Council will consider this proposed project at its regularly scheduled meeting on September 20, 2011 commencing at 6:30 p.m., in the City Council Chambers, City Hall, 500 Castro Street, Mountain View, California. Comments regarding this project will be received within the public review period stated above pursuant to the requirements of the California Environmental Quality Act.

If you have any questions regarding this project, please contact me at rey.rodriguez@mountainview.gov or (650) 903-6311.



REY S. RODRIGUEZ, SENIOR PROJECT MANAGER

RSR/7/PWK
999-08-12-11L-E^

Enclosures: 1. Initial Study
 2. Public Draft Mitigated Negative Declaration
 3. County of Santa Clara Environment Declaration Form

cc: CC, PWD, CSD, POSM, DE, SM, SPM—Rodriguez, File 11-33 (w/a)

INITIAL STUDY CITY OF MOUNTAIN VIEW SHORELINE ATHLETIC FIELDS PROJECT

PREPARED FOR:

City of Mountain View
Public Works Department
500 Castro Street
Mountain View, CA 94039-7540
Contact: Rey Rodriguez
650/903-6311

PREPARED BY:

ICF International
75 E Santa Clara Street, Suite 300
San Jose, CA 95113
Contact: Shilpa Trisal
408/216-2812

August 2011



ICF International. 2011. *Initial Study for the City of Mountain View Shoreline Athletic Fields Project*. August. (ICF 00369.10) San Jose, CA. Prepared for City of Mountain View, Public Works Department, Mountain View, CA.

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Acronyms and Abbreviations

Air Quality Guidelines	CEQA Air Quality Guidelines
ALUCP	Airport Land Use Compatibility Plan
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management Agency
CAAQS	California ambient air quality standards
CDFG	California Department of Fish and Game
CH ₄	methane
CO	carbon monoxide
CO ₂	carbon dioxide
DPM	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
GHGs	greenhouse gases
HI	hazard index
lbs	pounds
N ₂ O	nitrous oxide
NAAQS	national ambient air quality standards
NO _x	oxides of nitrogen
PG&E	Pacific Gas and Electric
PM	particulate matter
PM ₁₀	PM less than or equal to 10 microns in diameter
PM _{2.5}	PM less than or equal to 2.5 microns in diameter
ROG	reactive organic gasses
SR	State Route
TACs	toxic air contaminants
UBC	Uniform Building Code
URBEMIS	Urban Land Use Emissions Model
US	U.S. Highway

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Environmental Checklist

1. Project Title: City of Mountain View Shoreline Athletic Fields Project
2. Lead Agency Name and Address: City of Mountain View
Public Works Department
500 Castro Street
Mountain View, CA 94039-7540
3. Contact Person and Phone Number: Rey Rodriguez
650/903-6311
4. Project Sponsor's Name and Address: City of Mountain View
Public Works Department
500 Castro Street
Mountain View, CA 94039-7540
5. General Plan Designation: Regional Park
6. Zoning: PF-Public Facilities
7. Location of Project:

The project site is located in the city of Mountain View in northern Santa Clara County, California (Figure 1). The project site is located on Garcia Avenue, approximately 0.22 mile northeast of U.S. Highway (US) 101 and 0.24 mile northwest of Rengstorff Avenue, in the southwest corner of the Shoreline at Mountain View Regional Park (Figure 2). This park consists of Shoreline Golf Course and Shoreline Lake. The 12.6-acre project site is a portion of one parcel: Assessor's Parcel Number 116-03-030, consisting of a large triangle-shaped lot.

8. Description of Project:

The City of Mountain View (City) proposes the Shoreline Athletic Fields Project (proposed project), which would include construction of multi-use athletic fields over a closed landfill site, used for storage of equipment and materials and soil stockpiles for maintenance of the landfill, golf course and park. Of the 12.6-acre site, 5.3 acres would consist of athletic fields, including two synthetic-turf soccer fields, one baseball field, and one baseball/softball field, each with a dugout. The remaining 7.3 acres would be used for a concession building, a storage building for athletic equipment, a children's play area, a burrowing owl foraging area, and parking (Figure 3). Other site amenities include a restroom and a drinking fountain. Recycled water would be used for minimal landscaping, and possibly to cool the synthetic turf on extremely hot days.

The proposed project includes sportsfield lighting, which provides more scheduling flexibility for nighttime games. Lighting is expected to be used year round. The proposed project also includes pathway and parking lot lighting for nighttime use and security. The sportsfield lights are typically mounted on tall poles approximately 60-90 feet above the ground and are sited to light the fields as efficiently as possible. Downward focusing hoods may also be installed to direct lighting onto the field and limit light spillover onto the nearby golf course and burrowing owl foraging areas. The pathway and parking lot

lights would be mounted on poles at much lower heights, not more than 30 feet above the ground. The proposed project would provide approximately 190 parking spaces (including required spaces per Americans with Disabilities Act), of which 165 would be on site and 25 would be on the street along Garcia Avenue based on the Concept Plan. The project site would also include fencing, a pedestrian path, and burrowing owl interpretive signs that display images and educational information regarding the burrowing owl.

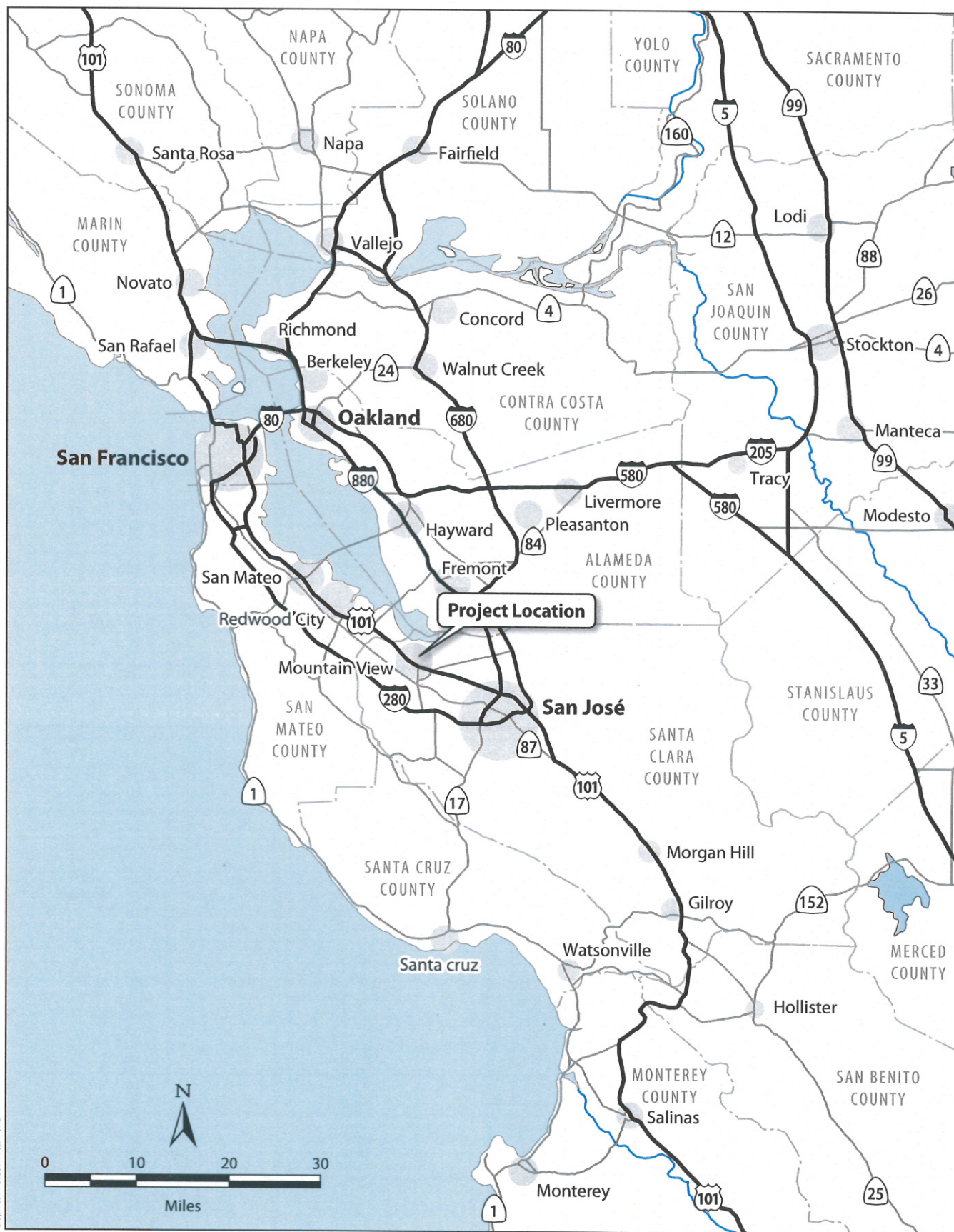


Figure 1
Regional Location

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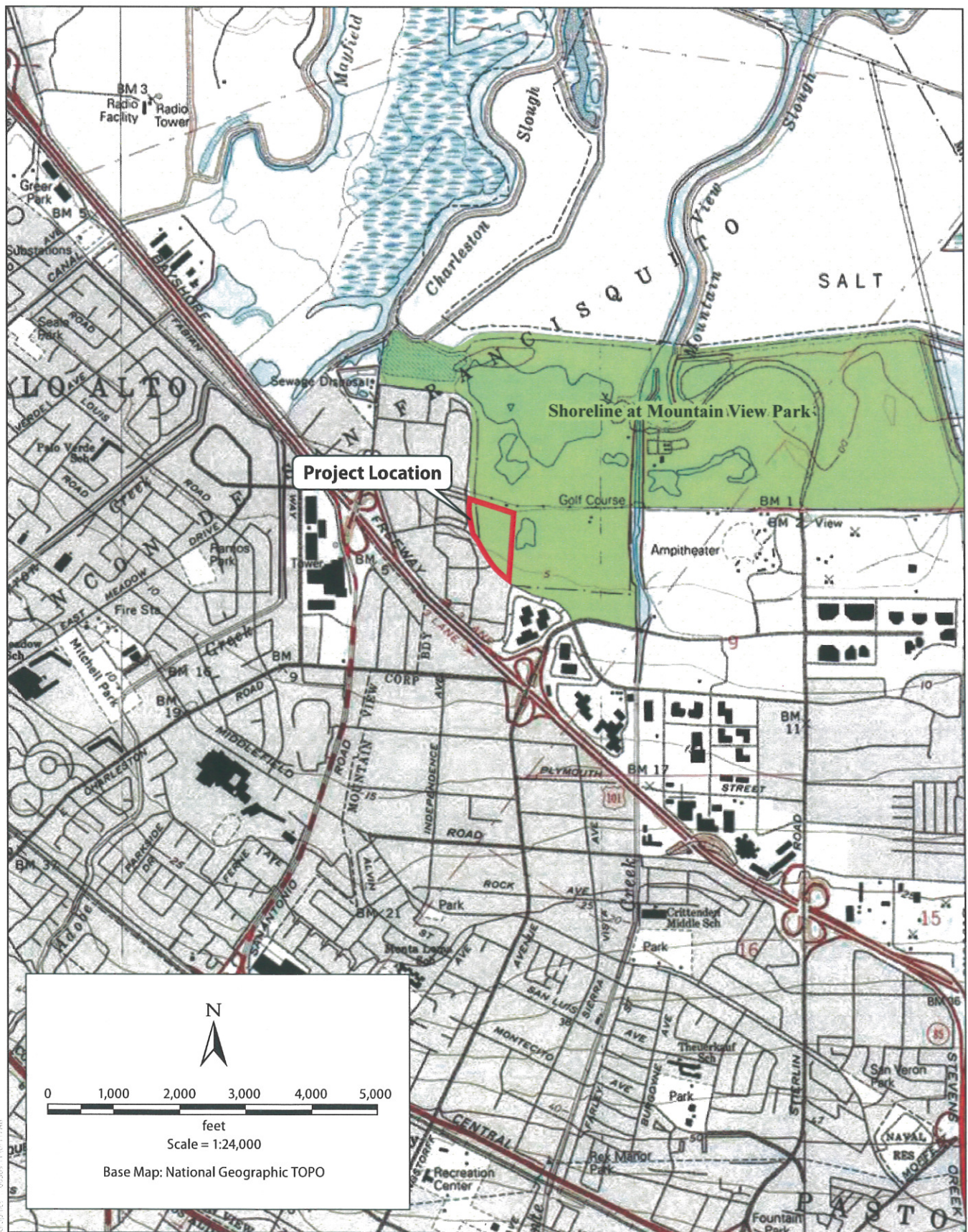


Figure 2
Project Location

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Graphics: 00369.11 (6/11) AB

Figure 3
Site Plan

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Project construction would last approximately 14 months, starting in the months between June 2012 and October 2012 and continuing through August 2013, and ending between August 2013 and December 2013. During construction, the City and its contractor would adhere to the City's standard demolition and construction practices, which are summarized in Appendix A. The key demolition and construction topics relative to this initial study are:

- Site Appearance.
- Noise Control.
- Dust Control.
- Public Access and Traffic Control.
- Water Quality and Stormwater Pollution Prevention Measures.
- Hazardous Materials Disposal.
- Demolition Debris Recycling and Diversion.

Once constructed and operational, the proposed project would be maintained by the City Community Services Department. Maintenance activities at the project site would include trash collection and landscape maintenance as well as ongoing post-closure maintenance of the closed landfill. Maintenance activities would comply with the City's Integrated Pest Management Policy, which limits the use of chemicals for weed abatement to protect water quality. The athletic fields and related facilities would be open daily from 7:00 a.m. to 11:00 p.m. Actual use would depend on the sport and the time of year.

The project site poses several construction limitations. A City sanitary sewer main and gas pipeline easement owned by Pacific Gas and Electric (PG&E) bisects the southern portion of the project site, and approximately 4 acres of the project site have moderate to steep slopes. Parking would be constructed over the pipeline easement, and a retaining wall with fill placed along the slopes would allow for parking on currently sloped areas. Approximately 6.5 acres of the project site is underlain with landfill refuse that continues to decompose and generate landfill gas and leachate. City landfill crews operate gas and leachate extraction wells and maintain the clay cover in compliance with state regulations. New extraction wells would be installed as part of the construction phase to ensure the City remains in compliance after the fields are constructed.

Before construction of the fields begins, the City plans to implement a surcharge phase of construction to accelerate compression of the underlying refuse and reduce post-construction settlement. The surcharge construction requires relocating on-site stockpiled soil according to an engineered plan. Additional soil will likely be required from off-site excavation projects to establish a proper surcharge load. Erosion control measures will be implemented in compliance with stormwater management requirements.

Once constructed, the surcharge will remain for a period of 9–12 months with geotechnical engineers monitoring the settlement rate. Once completed a portion of the soil will be removed and relocated elsewhere on the site to balance the site soil needs for the athletic fields and site amenities.

Project Background

Between 2004 and 2006 the City Council and Parks and Recreation Commission assessed the city-wide inventory of athletic fields and the demand for use. The completed assessment identified 12 potential sites to increase the field inventory; of the identified 12 sites, three were selected for further analysis. In April 2006, the City Council selected the southwest corner of Shoreline at Mountain View Regional Park and approved a feasibility study. In January 2008, the study was presented and further analysis was recommended of

potential landfill differential settlement and possible mitigation for loss of burrowing owl foraging habitat. The results of the *2009 Landfill Settlement Study* showed landfill settlement would be less than predicted in the feasibility study, and that mitigation measures for the loss of foraging habitat could include on-site and off-site options. In September 2009, the City Council authorized the Bryan A. Stirrat Associates team to design a conceptual layout. One community meeting was held on October 7, 2010 and one Parks and Recreation Commission meeting was held on March 30, 2011 to discuss the conceptual layout. Based on community feedback, the design team prepared the draft conceptual layout, which includes the project features described above.

9. Environmental Setting:

Local Setting

The project site is located in Shoreline at Mountain View Regional Park in the city of Mountain View. The 750-acre park consists of an 18-hole golf course, a 50-acre saltwater recreational lake, miles of walking and biking trails and wildlife habitat within the boundary of a closed class III municipal landfill. Surrounding the park are office buildings, an outdoor amphitheater, and two ponds formerly used for salt production.

Views are dominated by business and office parks and parking lots to the west and south, and views of the golf course and vacant project site to the east and north. The streets are tree lined, lending the area a relatively suburban appearance. The project site is bordered on the southwest by Garcia Avenue and a sidewalk. The sloping terrain up to the site does not allow for a clear view of the project area from the street.

Vegetation on the project site is characterized by lawn and trees between Garcia Avenue and the sidewalk. Vegetation above the sidewalk is informal and unkempt. There is no landscaping on the site above the sidewalk.

The project site is located within a Zone X flood hazard area as mapped by the Federal Emergency Management Agency (FEMA). Zone X is applied to those areas with a 0.2% annual chance of flooding (500-year flood); an area with a 1% annual chance flooding with average depths of less than one foot or with drainage areas less than one square mile; or an area protected by levees from 1% annual chance flooding. The adjacent Permanente Creek flood channel, which passes within approximately 0.25 mile of the project site, is mapped as Zone A, subject to the 100-year flood with no base flood elevation determined (Federal Emergency Management Agency 2009). The surrounding golf course ponds and Shoreline Lake are also mapped as Zone A.

Geography and Geology

The project site is located in the northwestern portion of the Santa Clara Valley, a topographical depression that is bounded to the north by San Francisco Bay, to the east by the Diablo Range, and to the west by the Santa Cruz Mountains. The depression is filled with thick sequences of unconsolidated alluvial (water-borne) deposits, the upper strata of which are composed primarily of Holocene-aged sediments (Brabb et al. 2000). Soil composition varies throughout the valley; however, soils underlying the project site are presumed to be similar to those underlying much of the city of Mountain View. According to the City of Mountain View General Plan, the city's soils are generally composed of calcareous silty clay and clay soils of the Sunnyvale-Castro-Clear Lake association, which exhibits a high shrink-swell capacity (City of Mountain View 1992a).

The Santa Clara Valley is located in a seismically active region and is likely to experience earthquake effects during the lifespan of the proposed project—recent studies estimate a 62% probability of at least one earthquake with a magnitude of 6.7 or greater occurring on

one of the faults of the greater San Francisco Bay Area in the next 30 years and a 10% probability of a magnitude 7.0 or greater event during the same time frame (U.S. Geological Survey Working Group on California Earthquake Probabilities 2003). Mountain View is not within the Alquist-Priolo Earthquake Fault Zone, which is a zone whereby the location of structures to be occupied by humans is prohibited across traces of active faults. Faults closest to Mountain View include the San Andreas, which is zoned by the State of California and recognized as a Type A seismic source by the Uniform Building Code (UBC), and the Monte Vista, which is not zoned by the state but is a UBC Type B seismic source (California Division of Mines and Geology 2000; Hart and Bryant 1997; International Conference of Building Officials 1997).

Due to the alluvial nature of the soils underlying much of the valley floor, many areas within the Santa Clara Valley are susceptible to liquefaction, a phenomenon in which unconsolidated soil or sediment materials lose cohesion and behave as a liquid, typically as a result of earthquake shaking. It usually occurs in sandy materials that are saturated with groundwater, at depths of no more than about 50 feet below ground surface. As indicated in Figure 9, Geologic Hazards Zones, in the *City of Mountain View General Plan* (City of Mountain View 1992a), the project site and vicinity are located in Zone D, an area of the city with peat deposits or compressible Bay mud, thicker than five feet and below a 10-foot elevation. Surface areas in Zone D are characterized as having a high potential for liquefaction and differential settlement. Zone D is also subject to flooding by San Francisco Bay water in the event of a dike failure.

Air Quality

The project site is located in the Santa Clara Valley, which is within the San Francisco Bay Area Air Basin. Climate within the basin is characterized by moderately wet winters and dry summers. Winter rains, which occur in the months of December through March, account for about 75% of the average annual rainfall.

The Santa Clara Valley has high potential to accumulate air pollutants. Stable air, high summer temperatures, and mountains surrounding the valley combine to promote ozone formation. The Santa Clara Valley's large population also generates the highest mobile-source emissions from commuter trips of any subregion in the San Francisco Bay Area (Bay Area Air Quality Management District 2011). In addition to these local sources of pollution, ozone precursors from Alameda, San Mateo, and San Francisco counties are carried by prevailing winds to the Santa Clara Valley. Pollutants are generally channeled to the southeast. Furthermore, on summer days with low-level inversions, ozone can be circulated by southerly winds in the late evening and early morning and by the prevailing northwesterly winds in the afternoon. A similar circulation pattern occurs in winter, which significantly increases the impact of pollutants in the valley (Bay Area Air Quality Management District 2011).

The air quality management agencies of direct importance in the project area are the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the Bay Area Air Quality Management District (BAAQMD). The EPA and ARB have established national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS), respectively, for the following six pollutants: carbon monoxide (CO); nitrogen dioxide (NO₂); sulfur dioxide (SO₂); ozone (O₃); lead; and particulate matter (PM), including PM less than or equal to 10 microns in diameter (PM₁₀) and PM less than or equal to 2.5 microns in diameter (PM_{2.5}). The ARB and the BAAQMD are responsible for ensuring that these standards are met. Table 1 summarizes the NAAQS and CAAQS and the respective attainment status of Santa Clara County.

In addition to the administration of air quality regulations developed at the federal and state levels, the BAAQMD is also responsible for implementing local strategies for air quality improvement and recommending mitigation measures for new growth and development. The BAAQMD revised its CEQA Air Quality Guidelines (Air Quality Guidelines) in June 2011. These new Air Quality Guidelines contain instructions on how to evaluate, measure, and mitigate air quality impacts generated from construction and operational activities. The Air Quality Guidelines also present quantitative air quality thresholds of significance for reactive organic gasses (ROG), oxides of nitrogen (NO_x), PM₁₀, and PM_{2.5}. Consistent with the BAAQMD's Air Quality Guidelines, project emissions were calculated and compared to the daily significance levels summarized in Table 1.

Table 1. BAAQMD Thresholds of Significance^a

Pollutant	Construction	Operations
ROG	54 pounds (lbs)/day	54 lbs/day or 10 tons/year
NO _x	54 lbs/day	54 lbs/day or 10 tons/year
CO	–	Violation of CAAQS
PM ₁₀ (total)	–	–
PM ₁₀ (exhaust)	82 lbs/day	82 lbs/day or 15 tons/year
PM _{2.5} (exhaust)	54 lbs/day	54 lbs/day or 10 tons/year
PM ₁₀ /PM _{2.5} (fugitive dust)	Best Management Practices	–
Toxic Air Contaminants (TACs) (project-level)	Increased cancer risk of 10 in 1 million; increased non-cancer risk of greater than 1.0 (hazard index [HI]); PM _{2.5} increase of greater than 0.3 micrograms per cubic meter	Same as construction
TACs (cumulative)	Increased cancer risk of 100 in 1 million; increased non-cancer risk of greater than 10.0; PM _{2.5} increase of greater than 0.8 microgram per cubic meter at receptors within 1,000 feet	Same as construction
Odors	–	Five complaints per year averaged over three years

Source: Bay Area Air Quality Management District 2011

^a Significance thresholds apply to average daily emission and maximum annual emissions.

The existing air quality conditions in the project area can be characterized by monitoring data collected in the region. The nearest air quality monitoring station is the Sunnyvale-910 Ticonderoga site, which is approximately 5.5 miles south of the project site. The Sunnyvale station monitors only for 1-hour and 8-hour ozone. The next closest station is the San Jose-Jackson Street site, which is 12.7 miles southeast of the project site. Table 2 summarizes air quality monitoring data from these stations from 2007 through 2009. As indicated in Table 3, the monitoring stations have experienced infrequent violations of the state 8-hour ozone and PM₁₀ standards, and the national PM_{2.5} standard. There have been no violations of the CO standards, federal PM_{2.5} standard, or state 1-hour ozone standard.

Greenhouse Gas Setting

Global climate change is caused in large part by anthropogenic (human-made) emissions of greenhouse gases (GHGs) released into the atmosphere through the combustion of fossil fuels and by other activities such as deforestation and land-use change. Unlike criteria air pollutants, which are discussed above, GHGs tend to persist in the atmosphere where they can trap infrared radiation emitted from the Earth's surface. This phenomenon, known as *the greenhouse effect*, is necessary to keep the Earth's temperature warm enough for successful habitation by humans. GHG emissions in excess of natural ambient concentrations are responsible for the enhancement of the greenhouse effect. This trend of warming of the Earth's natural climate is termed "global warming." The principle GHGs contributing to global warming are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluoridated compounds.

Climate change has only recently been widely recognized as an imminent threat to the global climate, economy, and population. Thus, the climate change regulatory setting—nationally, statewide, and locally—is complex and evolving. Neither the EPA nor any other federal agency has proposed thresholds for the evaluation of GHG emissions in environmental documents. However, the EPA has acknowledged that GHGs threaten the public health and welfare of current and future generations and that "climate science is credible, compelling, and growing stronger." Likewise, the State of California has enacted a variety of legislation to address climate change, including passing Assembly Bill 32, which is designed to reduce California's GHG emissions to 1990 levels by 2020.

The BAAQMD's Air Quality Guidelines establish quantitative thresholds for operation-related GHG emissions generated by land use development projects. The guidelines do not recommend a construction GHG emission threshold, but do outline several BMPs to help control and reduce GHG emissions (Mitigation Measure GHG-1) (Bay Area Air Quality Management District 2011).

Cultural and Historical Resources

At least two native settlements associated with the Ohlone tribe of Native Americans—one near the present-day intersection of Central Expressway and Rengstorff Avenue, the other along lower Stevens Creek near the present location of Moffett Field—are located within the current city limits (Carey & Company, Inc. 2010). Six prehistoric archaeological sites and three unconfirmed shellmound sites have been recorded in Mountain View, indicating that significant subsurface archaeological resources exist within the city boundaries (City of Mountain View 1992b). Historic records also indicate that several Hispanic-Period adobe dwellings were located within the city limits. However, these structures are no longer in existence, and there are no known prehistoric structures in Mountain View (City of Mountain View 1992b).

Older homes in the city, built during the American Period before the city's post-World War II housing boom, reflect Mountain View's historical roots as an agricultural community, which at one time consisted of a compact business and residential core surrounded by scattered farmhouses, fields, and orchards (City of Mountain View 1992a). Notable historic resources from the American Period remain in the city, including remnants dating to the time when the city was first divided by the railroad in the mid-nineteenth century. Based on a review of the Directory of Properties in the Historic Property Data File and the City of Mountain View Register of Historic Resources, a total of 85 built environment resources in the city are listed in the Mountain View Register of Historic Resources and/or the National Register of Historic Places. This total includes the 41 historic resources listed in the

Mountain View Register, the Unitary Plan Wind Tunnel, and the 43 properties that comprise the U.S. Naval Air Station Historic District (City Mountain View 2009b).

Table 2. Air Quality Standards Applicable in California and the Attainment Status of Santa Clara County

Pollutant	Symbol	Average Time	Standard (parts per million)		Standard (micrograms per cubic meter)		Violation Criteria		Attainment Status of Santa Clara County	
			California	National	California	National	California	National	California	National
Ozone ^a	O ₃	1 hour	0.09	-	180	-	If exceeded	-	Serious Nonattainment	-
		8 hours	0.070	0.075	137	147	If exceeded	If fourth highest 8-hour concentration in a year, averaged over 3 years, is greater than the standard	Nonattainment	Marginal Nonattainment
Carbon monoxide	CO	8 hours	9.0	9	10,000	10,000	If exceeded	If exceeded on more than 1 day per year	Attainment	Moderate Maintenance
		1 hour	20	35	23,000	40,000	If exceeded	If exceeded on more than 1 day per year	Attainment	Moderate Maintenance
(Lake Tahoe only)		8 hours	6	-	7,000	-	If equaled or exceeded	-	-	-
Nitrogen dioxide	NO ₂	Annual arithmetic mean	0.030	0.053	57	100	If exceeded	If exceeded on more than 1 day per year	Attainment	Attainment
		1 hour	0.18	0.100	339	190	If exceeded	3-year average of 98 th percentile highest daily 1-hour value	Attainment	-
Sulfur dioxide	SO ₂	24 hours	0.04	-	105	-	If exceeded	If exceeded on more than 1 day per year	Attainment	-
		1 hour	0.25	0.075	655	196	If exceeded	-	Attainment	-
		3 hour	-	0.5 ^b	-	1,300 ^b	-	-	-	-
Hydrogen sulfide	H ₂ S	1 hour	0.03	-	42	-	If equaled or exceeded	-	Unclassified	-
Vinyl chloride	C ₂ H ₃ Cl	24 hours	0.01	-	26	-	If equaled or exceeded	-	-	-

Pollutant	Symbol	Average Time	Standard (parts per million)		Standard (micrograms per cubic meter)		Violation Criteria		Attainment Status of Santa Clara County	
			California	National	California	National	California	National	California	National
Inhalable particulate matter	PM10	Annual arithmetic mean 24 hours	-	-	20	-	If exceeded -	-	Nonattainment	-
			-	-	50	150	If exceeded	If exceeded on more than 1 day per year	Nonattainment	Attainment
			-	-	12	15	If exceeded	If 3-year average of the weighted annual mean from single or multiple community-oriented monitors exceeds the standard	Nonattainment	Nonattainment
	PM2.5	Annual arithmetic mean 24 hours	-	-	-	35	-	If less than 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard	-	Nonattainment
			-	-	25	-	If equalled or exceeded	-	Attainment	-
Lead particles	Pb	Calendar quarter 30-day average	-	-	-	1.5	-	If exceeded no more than 1 day per year	-	-
			-	-	1.5	-	If equalled or exceeded	-	Attainment	-
		Rolling 3-Month average	-	-	-	0.15	-	Averaged over a rolling 3-month period	-	-

Notes: National standards shown are the primary (public health) standards. All equivalent units are based upon a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- = not applicable or data unavailable.
a EPA recently replaced the 1-hour ozone standard with an 8-hour standard of 0.08 part per million. EPA issued a final rule that revoked the 1-hour standard on June 15, 2005. However, the California 1-hour ozone standard will remain in effect
b Refers to a secondary standard only.
Source: California Air Resources Board 2010a and 2010b; U.S. Environmental Protection Agency 2011

Table 3. Ambient Air Quality Monitoring Data Measured at the Sunnyvale-910 and San Jose Street Stations

Pollutant Standards	Year		
	2007	2008	2009
1-Hour Ozone (Sunnyvale)			
Maximum 1-hour concentration (ppm)	0.077	0.093	-
1-hour California designation value	0.072	0.090	-
1-hour expected peak day concentration	0.091	0.094	-
Number of days standard exceeded ^a			
CAAQS 1-hour (>0.09 ppm)	0	0	-
8-Hour Ozone (Sunnyvale)			
National maximum 8-hour concentration (ppm)	0.068	0.076	-
National second-highest 8-hour concentration (ppm)	0.058	0.074	-
State maximum 8-hour concentration (ppm)	0.069	0.076	-
State second-highest 8-hour concentration (ppm)	0.058	0.074	-
8-hour national designation value	0.055	0.074	-
8-hour California designation value	0.065	0.070	-
8-hour expected peak day concentration	0.067	0.072	-
Number of days standard exceeded ^a			
NAAQS 8-hour (>0.075 ppm)	0	1	-
CAAQS 8-hour (>0.070 ppm)	0	2	-
Carbon Monoxide			
National maximum 8-hour concentration (ppm) ^b	2.71	2.48	2.50
National second-highest 8-hour concentration (ppm) ^b	2.40	2.20	2.26
California maximum 8-hour concentration (ppm) ^c	2.71	2.48	2.50
California second-highest 8-hour concentration (ppm) ^c	2.40	2.20	2.26
Maximum 1-hour concentration (ppm)	3.5	3.3	-
Second-highest 1-hour concentration (ppm)	3.5	3.0	-
Number of days standard exceeded ^a			
NAAQS 8-hour (≥9 ppm)	0	0	0
CAAQS 8-hour (≥9.0 ppm)	0	0	0
NAAQS 1-hour (≥35 ppm)	0	0	0
CAAQS 1-hour (≥20 ppm)	0	0	0
PM10^d			
National ^b maximum 24-hour concentration (µg/m ³) ^b	64.7	55.0	41.4
National ^b second-highest 24-hour concentration (µg/m ³) ^b	60.8	40.3	40.6
California maximum 24-hour concentration (µg/m ³) ^c	69.1	57.3	43.3
California second-highest 24-hour concentration (µg/m ³) ^c	64.5	43.5	43.0
California annual average concentration (µg/m ³) ^e	21.9	23.4	20.3
Number of days standard exceeded ^a			
NAAQS 24-hour (>150 µg/m ³) ^f	0	0	0
CAAQS 24-hour (>50 µg/m ³) ^f	3	1	0
PM2.5			
National maximum 24-hour concentration (µg/m ³) ^b	57.5	41.9	35.0
National second-highest 24-hour concentration (µg/m ³) ^b	51.7	39.8	34.7
California maximum 24-hour concentration (µg/m ³) ^c	57.5	41.9	35.0
California second-highest 24-hour concentration (µg/m ³) ^c	51.7	41.5	34.7
National annual designation value (µg/m ³)	11.1	11.0	10.8
National annual average concentration (µg/m ³)	10.7	11.5	10.1
California annual designation value (µg/m ³)	12	12	12

Pollutant Standards	Year		
	2007	2008	2009
California annual average concentration ($\mu\text{g}/\text{m}^3$) ^e	11.0	11.5	10.1
Number of days standard exceeded ^a			
NAAQS 24-hour ($>35 \mu\text{g}/\text{m}^3$) ^f	9	5	0

Sources: California Air Resources Board 2011; U.S. Environmental Protection Agency 2009

CAAQS = California ambient air quality standards.

NAAQS = national ambient air quality standards.

ppm = parts per million.

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.

– = insufficient data available to determine the value.

^a An exceedance is not necessarily a violation.

^b National statistics are based on standard conditions data. In addition, national statistics are based on samplers using federal reference or equivalent methods.

^c State statistics are based on local conditions data, except in the South Coast Air Basin, for which statistics are based on standard conditions data. In addition, state statistics are based on California-approved samplers.

^d Usually, measurements are collected every 6 days.

^e State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

^f Mathematical estimate of how many days concentrations would have been measured as higher than the level of the standard had each day been monitored. Values have been truncated.

Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this project (i.e., the project would result in at least one potentially significant impact on the factor), as indicated by the checklist on the following pages. The City's standard construction and demolition measures identified in Appendix A would reduce potential construction-related impacts on hazardous materials, water quality, noise and traffic to a less-than-significant level. Mitigation measures are identified in the initial study to reduce potential construction-related air quality, biological resources, and cultural resources impacts to a less-than-significant level.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Michael A. Fuller

Signature

Michael A. Fuller, Public Works Director

MICHAEL A. FULLER

Printed Name

8/12/11

Date

The following impact discussions utilize the State CEQA Guidelines Initial Study Checklist questions as the threshold for determining the level of impacts associated with the project, unless otherwise specified, as provided by the Governor's Office of Planning and Research (www.opr.com).

	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
I. Aesthetics				
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a. The project site is currently located over a closed landfill site and has the appearance of a vacant lot. Public views are available through neighboring uses, including Shoreline Golf Course to the north and east, and a business park and parking lot to the south and west. The City's CEQA Guidelines use both visual resources and architectural character in determining whether a project would have a negative aesthetic effect. The proposed project would not affect any scenic vistas. With respect to visual resources, for the proposed project to have significant visual impacts the proposed project must either block views of an aesthetic resource or be located in an area that is itself considered to be an aesthetic resource. The project site does not have existing architectural features. There is no landscaping provided onsite and no natural topographic features are present. The project site is therefore not considered to be an aesthetic resource and no impacts would occur.</p> <p>b. The highways nearest to the project site, US 101 and State Route (SR) 85, are not designated by Caltrans as scenic highways. The nearest scenic highways are Interstate 280 (I-280) and SR 35 in San Mateo County, SR 9 in Santa Clara County, and SR 1 in San Mateo County. All of these highways are several miles from the project site. Because the proposed project is not located along, or within view of, a scenic highway, no impacts would occur.</p> <p>c. As described in Environmental Setting (9.), the project site is located in a suburban area at the edge of Shoreline at Mountain View Regional Park. Overall, the site's appearance is consistent with the visual character of the surrounding neighborhood. Although the proposed athletic fields would change the visual character of the project site, the new appearance would integrate well with the surrounding land use which includes a golf course. It would also improve the visual quality of the site and its surroundings by adding many aesthetically pleasing features,</p>				

including landscaping and play equipment. These features would be designed to appeal to people recreating in the park, as well as people approaching or viewing the park from a distance. Therefore, this change is not considered adverse and could be considered beneficial. No adverse impacts would occur.

- d. The proposed project includes sportsfield lighting, which provides more scheduling flexibility for nighttime games. It also includes pathway and parking lot lighting for nighttime use and security. The sportsfield lights are typically mounted on tall poles approximately 60–90 feet above the ground (due to grade differentials on the site) and are sited to light the fields as efficiently as possible. Downward focusing hoods may also be installed to direct lighting onto the field and away from the nearby golf course and burrowing owl foraging areas. The pathway and parking lot lights would be mounted on poles at much lower heights, not more than 30 feet above the ground. The pedestrian pathways around the project site would likely benefit from ambient light coming from the sportsfield lights and may only require minimal additional lighting to achieve security level lighting. Final designs will be reviewed by the City's owl biologist for recommended adjustments. The adjacent golf course is open 364 days a year, and generally operates from dawn to dusk. The golf course driving range supports existing lighting, which contributes to ambient lighting condition. Because the golf course driving range supports existing lighting and because the golf course is not used during evening hours, it should not be affected by the lighting. In addition, the fact that lights would be hooded and that light would be directed onto the playing fields would further minimize any spillover impact. This impact is considered less than significant.

II. Agricultural and Forestry Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
<p>In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model, prepared by the California Department of Conservation (1997), as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a. There is no agricultural land within the project area. There would be no impact.</p> <p>b. There are no Williamson Act contracts associated with the project site. There would be no impact.</p> <p>c. The project site is not zoned as forest land, timberland, or timberland zoned for production, and thus would neither conflict with such zoning or cause land with these classifications to be rezoned. There would be no impact.</p> <p>d. There is not forest land on the project site. There would be no impact.</p>				

- e. The proposed improvements are not growth inducing and would not otherwise lead to future conversion of lands designated as farmland or forest land. There would be no impact.

III. Air Quality	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

- a. A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality plan, which, in turn, would generate emissions not accounted for in the applicable air quality plan emissions budget. Therefore, proposed projects need to be evaluated to determine whether they would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the relevant air plans.

The purpose of the proposed project is to construct an athletic field complex on a site currently used for storage of equipment and materials and soil stockpiles for maintenance of the landfill, golf course, and park. As discussed in Section X, Land Use and Planning, the proposed project is consistent with the General Plan Land Use and Zoning Ordinance designations and would not conflict with any applicable land use plan or policy. While the proposed project would generate emissions during construction, these emissions would be short term and are not expected to impede attainment or maintenance of the NAAQS or CAAQS. Consequently, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. This impact is less than significant.

- b. **Project Construction:** Construction of the proposed project would generate short-term emissions of ozone precursors, including ROG and NOx, CO, PM10, and PM2.5. These emissions would result from heavy-duty equipment required to prepare the project site and facilities, as

well as vehicle travel to and from the project area. Generation of these emissions would vary depending on the level of activity, specific construction operations, types of equipment, number of personnel, and climatic conditions.

The BAAQMD's Air Quality Guidelines include preliminary screening criteria that provide a conservative indication of whether a project would exceed the construction thresholds of significance. However, because the project will haul more than 10,000 cubic yards of soil, it does not meet the BAAQMD's construction screening criteria. Consequently, construction emissions from heavy-duty equipment and worker and haul trips were estimated using the URBEMIS2007 (version 9.2.4) model and ARB's OFFROAD2007 model. It is anticipated that pre-loading will require 5 phases, beginning in October 2011 and ending in December 2011. Athletic field construction will occur between July 2012 and October 2012 and require 10 phases. It is assumed that all construction activities will occur sequentially (i.e., there would be no phase overlap). Table 4 summarizes the construction schedule, phases, and associated tasks assumed in the emissions modeling.

Table 4. Construction Schedule and Phasing

Phase	Activity	Schedule	Days
P-1	Clearing and Grubbing	10/10/2011-10/11/2011	2
P-2	Relocate Existing Stock Piles	10/12/2011-10/20/2011	7
P-3	Soil Hauling	10/21/2011-12/1/2101	30
P-4	Grading	12/2/2011-12/8/2011	5
P-5	Hydro seeding	12/9/2011-12/13/2011	3
A-1	Relocate Existing Soil	7/2/2012-7/20/2012	15
A-2	Grading	7/23/2012-7/27/2012	5
A-3	Install Wells	7/30/2012-8/3/2012	5
A-4	Install Subase	8/6/2012-8/10/2012	5
A-5	Install drainage system	8/13/2012-8/24/2012	10
A-6	Rough Grading	8/27/2012-8/31/2012	5
A-7	Finish Grading	9/3/2012-9/5/2012	3
A-8	Paving	9/6/2012-9/12/2012	5
A-9	Install Turf	9/13/2012-9/26/2012	10
A-10	Plant Shrubs	9/27/2012-10/10/2012	10

Source: Rodriguez pers. comm..

Paving of approximately 2 acres is assumed to occur during Phase A-8. Grading will be performed during four phases. The total number of acres graded during each phase is summarized below. It is assumed that no more than one-quarter of the total area will be disturbed daily.

- Phase P-4: Maximum of 5 acres of graded (1.25 acres disturbed daily).
- Phase A-2: Maximum of 5 acres of graded (1.25 acres disturbed daily).
- Phase A-6: Maximum of 2.5 acres of graded (0.63 acre disturbed daily).
- Phase A-7: Maximum of 2.5 acres of graded (0.63 acre disturbed daily).

A total of 25,000 cubic yards of soil will be relocated onsite during Phase P-2, and 30,000 cubic yards during Phase A-1. Additionally, 50,000 cubic yards of soil will be transported to the construction site during Phase P-3. Based on guidance provided by the City, a round-trip haul distance of 18 miles is assumed. (Rodriguez pers. comm.)

Construction of the project will require 6 workers. Assuming that each person will make two commute-based trips, a maximum of 12 gasoline-powered workforce trips will be made during construction. Vehicle trip lengths are based on model defaults for Santa Clara County.

The City provided a detailed summary of construction equipment required to complete each phase. Table 5 summarizes the heavy-duty equipment assumed in the analysis. It is assumed all equipment would operate a maximum of 6 hours per day (based on an operational efficiency of 75%). All equipment pieces were modeled using URBEMIS2007, unless otherwise noted. See the model outputs in Appendix B.

Table 5. Summary of Construction Equipment

Phase	Activity	Equipment	Horsepower ^a
P-1	Clearing and Grubbing	Dozer	357
P-2	Relocate Existing Stock Piles	Dozer	357
		Water Truck	189
		Compactor	142
P-3	Soil Hauling	Dozer	357
		Water Truck	189
		Compactor	142
P-4	Grading	Dozer	357
P-5	Hydro seeding	Pump	53
		Off-Road Truck	479
A-1	Relocate Existing Soil	Scraper	313
		Dozer	357
		Compactor	142
A-2	Grading	Dozer	357
A-3	Install Wells	Drill Rig	291
A-4	Install Sub-base	Grader	357
		Water Truck	189
		Roller	95
A-5	Install Drainage System	Backhoe	108
A-6	Rough Grading	Dozer	357
A-7	Finish Grading	Tractor	267
A-8	Paving	Cement Mixer	10
		Paver	100
		Roller	95
A-9	Install Turf	Tractor	267
A-10	Plant Shrubs	Auger ^b	300

Source: Rodriguez pers. comm.
^a Based on URBEMIS defaults
^b Modeled using OFFROAD2007

Total emissions for each piece of equipment were calculated using the information summarized in Tables 4 and 5. Table 6 presents the maximum daily construction emissions associated with the proposed project. Exceedences of the BAAQMD threshold are shown in **bold**.

Table 6. Summary of Daily Maximum Construction Emissions (pounds per day)

Phase	ROG	NO _x	CO	Dust	PM10		Dust	PM2.5	
					Exhaust	Total		Exhaust	Total
P-1	1.34	10.80	6.57	0.00	0.60	0.60	0.00	0.44	0.44
P-2	2.58	21.20	11.34	421.38	1.12	422.49	88.00	0.92	88.92
P-3	4.90	57.65	23.09	0.21	2.43	2.64	0.07	2.12	2.19

P-4	1.34	10.80	6.57	25.00	0.60	25.60	5.22	0.44	5.66
P-5	1.50	11.63	5.29	0.00	0.67	0.67	0.00	0.51	0.51
A-1	3.35	28.03	14.90	236.00	1.38	237.38	49.29	1.16	50.45
A-2	1.29	10.24	6.21	25.00	0.57	25.57	5.22	0.41	5.64
A-3	0.67	5.27	3.03	0.00	0.32	0.32	0.00	0.19	0.19
A-4	1.50	10.56	6.25	0.00	0.75	0.75	0.00	0.58	0.58
A-5	0.48	2.41	2.53	0.00	0.35	0.35	0.00	0.22	0.22
A-6	1.29	10.24	6.21	12.60	0.57	13.17	2.63	0.41	3.05
A-7	1.13	9.23	5.47	12.60	0.52	13.12	2.63	0.37	3.00
A-8	1.69	6.44	4.67	0.00	0.70	0.70	0.00	0.54	0.54
A-9	1.13	9.23	5.47	0.00	0.52	0.52	0.00	0.37	0.37
A-10	0.63	6.21	2.50	0.00	0.33	0.33	0.00	0.20	0.20
BAAQMD Threshold	54.0	54.0	-	-	82.0	-	-	54.0	-

Based on the data presented in Table 3, NO_x emissions generated during Phase P-3 will exceed the BAAQMD's NO_x significance threshold of 54 pounds per day. The BAAQMD requires basic control measures to control both NO_x and fugitive dust emissions. Therefore implementation of Mitigation Measures AQ-1 and AQ-2 is required for all construction phases. Mitigation Measure AQ-3 is required during Phase P-3 to ensure NO_x emissions will not exceed the BAAQMD's significance threshold (mitigated NO_x emissions will equal 53.43 pounds per day). This impact is considered less-than-significant with mitigation.

Mitigation Measure AQ-1: Implement BAAQMD basic control measures to control construction-related fugitive dust

The City will implement the following BAAQMD-recommended basic control measures to reduce particulate matter emissions from construction activities.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site will be covered.
- All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads will be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used.
- Post a publicly visible sign with the telephone number and contact person at the Lead Agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The Air District's phone number will also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-2: Implement BAAQMD Basic Control Measures to Control Construction-Related NO_x Emissions

The City will implement the following BAAQMD-recommended basic control measures to reduce NO_x emissions from construction equipment.

- Idling times will be minimized by shutting off equipment when it is not in use or by reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage will be provided for construction workers at all access points.
- All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by Contractor's certified visible emissions evaluator.

Mitigation Measure AQ-3: Implement BAAQMD Additional Control Measures to Control Construction-Related NO_x Emissions

The City will implement the following additional control measures to reduce NO_x emissions during Phase P-3.

- Minimize the idling time of diesel powered construction equipment to two minutes.
- The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
- Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
- Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM.
- Require all contractors use equipment that meets ARB's most recent certification standard for off-road heavy duty diesel engines.

Project Operations: The BAAQMD's Air Quality Guidelines include preliminary screening criteria that provide a conservative indication of whether a project would exceed the operational thresholds of significance. If the screening criteria are met, a quantitative analysis of project-related emissions would not be necessary and the project would be determined to have a less-than-significant air quality impact.

According to the BAAQMD's Air Quality Guidelines (2011:3-5), the following screening criteria apply to the project operations.

- The proposed project is below the applicable screening level size shown in Table 3-1 of the Air Quality Guidelines, which is 76 acres for a city park.

- Operation of the proposed project would not include stationary engines or emissions sources not typically evaluated by standard air quality models (e.g., Urban Land Use Emissions Model [URBEMIS]).

The proposed project includes development of a 12.6-acre site, of which, 5.3 acres would be dedicated to athletic fields and 7.3 acres would be used for a concession building, a storage building for athletic equipment, a children's play area, a burrowing owl foraging area, and parking. The project size is therefore well below the BAAQMD's screening level of 76 acres for city parks. Operational activities also meet the second screening requirements listed above as no stationary engines are included in the project design. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This impact is less than significant.

- c. In developing the emissions thresholds summarized in Table AQ-2, the BAAQMD considered levels at which individual projects would contribute to a cumulative impact on air quality. Thus, if a project exceeds the significance thresholds identified in Table 2, its emissions would be cumulatively considerable. (Bay Area Air Quality Management District 2011.)

Implementation of the proposed project would not create a significant local or cumulative air quality impact after implementation of Mitigation Measures AQ-1 through AQ-3 (discussed above in section b). Therefore, a cumulatively considerable net increase of any pollutant would not occur. This impact is considered less than significant with mitigation incorporated.

- d. **Diesel Particulate Matter:** Diesel particulate matter (DPM), which is classified as a carcinogenic TAC by ARB, is the primary pollutant of concern with regard to construction-related health risks to sensitive receptors. The BAAQMD generally defines a sensitive receptor as a facility or land use that houses or attracts members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors include schools, hospitals, convalescent facilities, and residential areas.

Cancer health risks associated with exposure to DPM are typically associated with chronic exposure, in which a 70-year exposure period is assumed. In addition, DPM concentrations, and thus cancer health risks, dissipate as a function of distance from the emissions source. The BAAQMD has determined that construction activities occurring at distances of greater than 1,000 feet from a sensitive receptor likely do not pose a significant health risk.

Surrounding the Shoreline at Mountain View Regional Park are office buildings, an outdoor amphitheater, and two ponds formerly used for salt production. There are no schools, hospitals, residences, or other sensitive receptors located within 1,000 feet of the project area. The proposed project is therefore below the screening level established by the BAAQMD for potential significant health risks. Moreover, construction activities are only anticipated to occur over a period of 14 months, which is well below the assumed 70-year exposure period. While recreationists visiting adjacent parks during construction may be exposed to DPM, these occurrences would be temporary and transitory. This impact is considered less than significant.

Carbon Monoxide: The major source of operational-related pollution affecting sensitive receptors is CO generated by automobile traffic. According to the BAAQMD's Air Quality

Guidelines, the project will result in a less-than-significant impact on localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- Project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited.

As discussed in Section XVI, Transportation/Traffic, the project does not require a congestion management plan and is consistent with applicable plans, ordinances, or policies related to the traffic circulation system. The project would not cause a substantial increase in traffic relative to the street system's existing load and capacity. Peak-hour trip generation for the proposed project would not exceed 176–240 trips. When combined with background volumes at project area intersections, which are well below 24,000 vehicles per hour, project-generated traffic would not exceed the BAAQMD screening criteria. Implementation of the proposed project is therefore not expected to increase CO concentrations in excess of the 1-hour or 8-hour NAAQS or CAAQS. This impact is considered less than significant.

- e. The generation and severity of odors is dependent on a number of factors, including the nature, frequency, and intensity of the source; wind direction; and the location of the receptor(s). Typical facilities known to produce odors include active landfills, wastewater treatment plants, manufacturing plants, and certain agricultural activities. Implementation of the proposed project would not result in the introduction of any of these facilities. However, because the project is being constructed over a closed landfill, visiting recreationists may be exposed to localized gases and odors.

As discussed in the Project Description, the landfill has a clay cover and gas extraction wells. City crews maintain these environmental control measures in compliance with state regulations. New extraction wells would also be installed as part of the construction phase to ensure that the City remains in compliance after the fields are constructed. Because the proposed project would comply with all applicable regulations related to odor control and gas collection, this impact is considered less than significant.

IV. Biological Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. A search of the California Natural Diversity Database for the immediate vicinity of the project sites (0.5-mile radius) indicates the presence of four special status species: alkali milk vetch (*Astagalus tener* var. *tener*), Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*), California clapper rail (*Rallus longirostris obsoletus*) and burrowing owl (*Athene cunicularia*) (California Department of Fish and Game 2011). Surrounding land uses include the Shoreline

Golf Course and a light industrial and office urban area. The project site contains ruderal vegetation and has been used in recent years as a staging area for construction materials.

According to the *2030 General Plan Update Current Conditions Report* (City of Mountain View 2009), with respect to the entire city, alkali milk-vetch is "Unlikely to occur in the planning area due to lack of suitable habitat. There are four historical occurrences of this plant within 10 miles of the planning area, one of which is possibly extant in Fremont approximately eight miles east, and a possibly extirpated occurrence from 1905 that was made near an old cannery near Mayfield Slough in Palo Alto." Hoover's button-celery is also "Unlikely to occur in the [city of Mountain View] due to lack of suitable habitat. There are five historical occurrences of this plant within 10 miles of the planning area, one of which is possibly extant in Fremont approximately eight miles east." California clapper rails have been seen in Shoreline at the mouth of Charleston Slough in mature tidal salt marsh habitat with native *Spartina foliosa*. This habitat does not occur on or near the project site. Thus, these three species are unlikely to occur on the site. The proposed project would therefore have no impact on these species.

In spring 2007, a Jones & Stokes biologist conducted a habitat assessment of nearby Pond 1 for special-status species, specifically, western pond turtle, California red-legged frog and California tiger salamander. The biologist determined that none of the species were present during the observation period. During subsequent dewatering and seining of the ponds, which occurred in fall of 2008, none of these species were present. There were several nonnative species present (e.g., bullfrogs, several species of fish, and turtles), further reducing the habitat quality for special-status species. The proposed project would have no impact on special-status aquatic species.

Burrowing owls regularly nest, forage, and winter at the golf course and in surrounding habitats within Shoreline at Mountain View Regional Park. Burrowing owls nested on the project site as recently as 2002 and 2003 and have been observed foraging on the project site in other years, especially during the breeding season. Biologists monitoring the species have observed between three and five pairs of owls breeding on the golf course as recently as 2007 and up to 8 pairs in the past. Due to the presence of prey, it is believed that the project site likely does provide foraging opportunities for the burrowing owls nesting at the golf course (Higgins and Trulio 2009). Sufficient foraging habitat is important to keep burrowing owl nest sites viable. Without adequate foraging habitat, nest sites will not support owls. Because the golf course is in a highly managed condition, ruderal areas such as the project site support some of the best prey resources for nesting owls. The proposed project, which would disturb ground near burrowing owl habitat, would potentially affect burrowing owls using burrows near the project area. Additional impacts on the burrowing owl would be mitigated by the implementation of Mitigation Measures BIO-1 and BIO-2. The two additional concerns would be noise and light. Currently, the project site and surrounding area is relatively quiet, especially at night with little ambient light. The proposed project would result in an increase in light as compared to existing conditions. If light ventures away from the site and onto adjacent habitat, such as the adjacent pond or burrowing owl habitat, described above, it can lower the overall habitat value. In order to reduce the amount of light that reaches these adjacent foraging areas, lights would be sited to light the fields as efficiently as possible and downward-focusing hoods installed to direct lighting onto the field and away from the nearby golf course and burrowing owl foraging areas as much as possible.

Mitigation Measure BIO-1: Avoid harassment of nesting or overwintering burrowing owls

Shoreline's Burrowing Owl biologist will conduct a survey of all land areas in the project footprint and in a surrounding 250-foot buffer, including haul roads, staging areas, and other areas affected by the proposed project, in advance of the proposed project. If burrowing owls are found, appropriate setbacks for construction or earth-moving work will be observed: 160 feet during the non-breeding season and 250 feet during the breeding season. If the appropriate setbacks are not feasible, the City will contact the California Department of Fish and Game (CDFG) to determine proper mitigation measures to protect birds and burrows.

Because ground squirrels are an important resource and create and sustain habitat for burrowing owls, every effort will be made protect individual squirrels from mortality during construction. When feasible this could include installing one-way doors in active ground squirrel burrows so that they can escape and will passively relocate to adjacent suitable habitat. One-way doors will not be installed in burrows being used by burrowing owls.

Mitigation Measure BIO-2: Create burrowing owl habitat

The City will create at least 6 acres of burrowing owl habitat within Shoreline at Mountain View Regional Park and designate it and an additional 6 acres of existing habitat as a burrowing owl management area. The 6 acres will be created prior to impacts occurring to avoid a temporal loss of foraging habitat for burrowing owls. This includes approximately two acres at Site 2—Northeast Meadowlands, and 0.5 acre on the project site. The additional acreage will be created when two golf course ponds (Pond 1 and 2) are reconfigured from freshwater ponds to wildlife habitat, specifically for burrowing owl habitat (Figure 4). This work is scheduled to begin in late summer 2011. The project to convert the ponds was approved as a separate environmental process in compliance with CEQA. Environmental documents were approved on June 7, 2011. These areas will be dedicated as burrowing owl management areas and no other use. The mitigation and monitoring plan will include provisions described in Draft Burrowing Owl Mitigation Plan for the Proposed Athletic Fields (Higgins and Trulio 2009) and will be approved by CDFG.

- b. The proposed project does not involve construction in any riparian areas or other sensitive habitat types. There would be no impact.
- c. The project site does not contain any federally protected wetlands, as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.). There would be no impact.
- d. The project site is not a movement route or migratory corridor for any species. No riparian corridors run through the project site and there are no important stopover habitats that could support migratory species during migration. There would be no impact.
- e. The southern edge of the proposed project site bordering Garcia Avenue has redwood and California pepper trees. Approximately 5 to 10 trees could be affected when the design is

completed. Effort will be made to design around these trees and to minimize removal, regardless of size. If a heritage tree must be removed, the City will comply with requirements of the City's Heritage Tree Ordinance. The City's Urban Forestry Board will review and recommend required mitigation during the design phase when impacts are determined and the City Council would approve or disapprove any trees designated for removal. Therefore, impacts would be less than significant.

- f. The proposed project is not within the study area of any approved habitat conservation plans or natural community conservation plans. There would be no impact.



Figure 4
Burrowing Owl Mitigation Sites

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V. Cultural Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a. Approximately 6.5 acres of the project site are located on top of a closed landfill site. No existing structures on the project site or historic structures in the vicinity of the project site would be potentially affected by the proposed project. In addition, according to a cultural resources assessment prepared for the City's 1992 General Plan and the City's <i>2030 General Plan Update Current Conditions Report</i>, there are no known historical resources in the vicinity of the project site (City of Mountain View 2009). There would be no impact.</p> <p>b. A portion of the proposed project would be located on top of a closed landfill site. There are no known archaeological resources in the vicinity of the project site, according to the City's <i>2030 General Plan Update Current Conditions Report</i> (City of Mountain View 2009). There would be no impact.</p> <p>c. There are no known human remains in the vicinity of the project site. Also, although construction of the proposed project currently does not propose any mass excavation of subgrade material, should any excavation be required, it would occur within refuse and fill placed within an existing landfill with a low likelihood for human remains. However, the absence of human remains within the project site cannot be confirmed, and the proposed project has the potential to disturb previously undiscovered human remains. Potential impacts to human remains would be mitigated with the implementation of Mitigation Measure CUL-1.</p>				
<p>Mitigation Measure CUL-1: Treat human remains in accordance with Public Resources Code Section 5097.98</p> <p>Should human remains be found on the site no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains will be disturbed until:</p>				

- The Coroner of the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required, and
 - If the Coroner determines the remains to be Native American then: (1) The coroner shall contact the Native American Heritage Commission within 24 hours; (2) The Native American Heritage Commission will identify the person or persons it believes to be the most likely descended from the deceased native American; (3) The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.
- d. There are no known paleontological resources in the vicinity of the project site. Also, although construction of the proposed project currently does not propose any mass excavation of subgrade material, should any excavation be required, it would occur within refuse and fill placed within an existing landfill with a low potential for paleontological resources. However, the absence of paleontological resources within the project site cannot be confirmed, and the proposed project has the potential to disturb previously undiscovered paleontological resources. Potential impacts to paleontological resources would be mitigated with the implementation of Mitigation Measure CUL-2.

Mitigation Measure CUL-2: Perform, curtail, and monitor construction activities to minimize disturbance to paleontological resources

Should paleontological resources be found during construction, all construction activities within 50 feet must immediately halt and the City must be notified. A qualified archaeological monitor will inspect the findings within 24 hours of the discovery. If the site is determined to contain significant paleontological resources, funding will be provided to identify, record, report, evaluate, and recover the resources as necessary. In accordance with Public Resources Code Section 5097.993, project personnel will be informed that collection of any Native American artifact is prohibited by law. Construction within the area of the find will not recommence until impacts on the resource are mitigated.

VI. Geology and Soils	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a.1. The project site is not located in an Alquist-Priolo Earthquake Fault Zone, as defined by the California State Department of Conservation, Division of Mines and Geology. In addition, no active or potentially active faults exist on or in the immediate vicinity of the project site.

Mountain View is situated approximately 6 miles east of the San Andreas Fault and 10 miles west of the Hayward Fault. The project site is not located on an active or potentially active fault and would not expose people to fault rupture. Therefore, there would be no impact.

- a.2., a.3. As described in the Environmental Setting above, the project site is located in a seismically active region and is likely to experience earthquake effects, including ground shaking, during the lifespan of the proposed project. Recent studies by the U.S. Geological Survey (2008a, 2008b) indicate that there is a 62% likelihood of an earthquake of magnitude 6.7 or higher occurring in the Bay Area in the next 30 years. The project site could experience a range of ground-shaking effects during an earthquake. Ground shaking of high intensity could result in moderate damage to buildings, and could also trigger ground failures caused by liquefaction.

According to a Geotechnical Report prepared for this site by Treadwell & Rollo (2008), soil liquefaction is not likely to occur beneath portions of the project site underlain by landfill debris. However, liquefaction might occur during strong earthquake shaking along the northern and western edges of the site, where the site was not previously excavated to accommodate the landfill material. In these regions, liquefaction-induced ground settlement might occur as the excess pore pressure in the liquefied soil dissipates. The Geotechnical Report concludes that outside of the landfill refuse cells, the potential for surface manifestations of liquefaction is moderate.

The proposed project includes a concessions and restroom building. The project will comply with all applicable City regulations and standards to address potential geologic impacts associated with development of the project site, including ground shaking and liquefaction. Geotechnical and seismic design criteria must also conform to engineering recommendations in accordance with the seismic requirements of the 2007 California Building Code Title 24 additions. Because the proposed project is located within a liquefaction Seismic Hazard Zone according to the California Geological Survey, the project will comply with the guidelines set by California Geological Survey Special Publication 117. Mitigation Measure GEO-1 would reduce this impact to a less-than-significant level.

Mitigation Measure GEO-1: Adhere to specifications provided in the California Geological Survey Special Publication 117 and the requirements of the Seismic Hazards Mapping Act

A design-level geotechnical investigation has been prepared that includes recommendations to mitigate the potential for liquefaction in accordance with specifications of California Geological Survey Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits and the recommendations made in the geotechnical report will be implemented as part of the proposed project.

- a.4. Approximately 4.2 acres of the project site is located on moderate to steep slopes, which would be used for parking. According to the seismic hazards map for the Mountain View quadrangle (California Geological Survey 2006), the project site is not located within an earthquake-induced landslide area. Therefore, this impact is considered less than significant.

- b. Artificial turf is proposed for the playing surface, pending City Council approval and direction, and several acres of the project site would be paved for parking. The proposed project is not likely to be subject to heavy erosion. During construction, there would be potential for wind erosion and introduction of particulate matter into the atmosphere. The project construction specifications would require contractors to comply with the City's BMPs for construction that include watering of the construction site during grading activities and cleaning dust and debris associated with the proposed project from adjacent streets. Therefore, this impact is considered less than significant.
- c. A majority of the project site is underlain with landfill refuse with depths of 27–33 feet thick. The landfill debris is overlain by 3–15 feet of cover soil and is underlain by alluvial soil consisting of clay and sand (Treadwell & Rollo 2008). According to the Athletic Field Feasibility Study conducted in March 2009 (Callander Associates et al. 2009) the project site is subject to 3–10 inches of future differential settlement, common for a landfill cell. Engineers would design the drainage system and subbase of the fields to compensate for the anticipated settlement and to provide for positive drainage. The preloading phase of the project is intended to reduce differential settlement. Should differential settlement occur, the City will initiate corrective work by regarding the fields, when warranted.

In addition, as shown in Figure 9, Geologic Hazards Zones, in the City of Mountain View General Plan (City of Mountain View 1992a), the project site and vicinity are located in Zone D, an area of the city with peat deposits or compressible Bay mud thicker than 5 feet and below a 10-foot elevation. Surface areas in Zone D are characterized as having a high potential for liquefaction and differential settlement.

As stated above, the project site is subject to several inches of future settlement. However, several methods could be used to minimize future maintenance costs to the project. The potential for greater settlement to occur could be reduced by preloading the site and allowing the site to undergo settlement prior to construction (Treadwell & Rollo 2009). In addition, the restrooms and concession building would be located off of the refuse to reduce the possibility of structural damage. Therefore, this impact would be less than significant.

- d. Soils at the project site are potentially expansive. If located at finished grade, these soils could damage the park facilities constructed at the project site. However, the potential for expansive soils to cause damage would be offset by implementing standard geotechnical engineering practices, such as the placement of non-expansive fill materials and/or adherence to City construction codes and standards that would substantially reduce the risk of damage to the new facilities. Therefore, this impact is considered less than significant.
- e. The proposed project does not propose the use of septic tanks or alternative wastewater systems. Therefore, there would be no impact.
- f. There are no unique paleontological or geological resources/features on the site. Therefore, no paleontological or geologic resources/features would be affected as a result of the proposed project. There would be no impact.

VII. Greenhouse Gas Emissions	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. GHGs can be divided into those generated during construction and those generated during project operations. Emissions from construction are a result of fuel combustion from heavy-duty equipment and employee vehicle travel. These emissions are emitted only during construction and are therefore considered short term. Operational GHG emissions include those generated by increases in vehicle travel, electricity, water, and wastewater.

Project Construction

Construction activities will generate short-term emissions CO₂, CH₄, and N₂O. Generation of these emissions will result from the use of heavy equipment, such as graders and dozers, employee vehicle trips, and haul truck trips. Table 8 presents a summary of construction-related emissions in metric tons per year. Please refer to Section III, Air Quality, for information on emissions modeling and assumptions.

Table 8. Summary of Construction Greenhouse Gas Emissions (metric tons per year)

Phase	Diesel Equipment			Gasoline		CO ₂ e
	CO ₂	CH ₄	N ₂ O	CO ₂	Other	
2011						
P-1	0.85	0.00	0.00	0.08	0.00	1
P-2	6.31	0.00	0.00	0.27	0.01	7
P-3	109.24	0.01	0.00	1.15	0.06	111
P-4	2.12	0.00	0.00	0.19	0.01	2
P-5	1.89	0.00	0.00	0.11	0.01	2
2012						
A-1	19.07	0.00	0.00	0.57	0.03	20
A-2	2.12	0.00	0.00	0.19	0.01	2
A-3	2.79	0.00	0.00	0.19	0.01	3
A-4	2.53	0.00	0.00	0.19	0.01	3
A-5	1.11	0.00	0.00	0.38	0.02	2
A-6	2.12	0.00	0.00	0.19	0.01	2
A-7	1.15	0.00	0.00	0.11	0.01	1
A-8	1.22	0.00	0.00	0.19	0.01	1
A-9	3.85	0.00	0.00	0.38	0.02	4
A-10	3.43	0.00	0.00	0.38	0.02	4
Total 2011	120.41	0.01	0.00	1.79	0.09	123
Total 2012	39.39	0.00	0.00	2.79	0.15	43
Construction Total						
	159.80	0.01	0.00	4.58	0.24	166

As shown in Table 8, construction of the proposed project will result in a total of 166 metric tons of CO₂e. This is equivalent to adding 33 typical passenger vehicles to the road during the construction period (U.S. Environmental Protection Agency 2011). The construction emissions are primarily the result of diesel powered construction equipment and heavy-duty haul trucks. The emissions are considered short-term as they will cease once construction is complete.

As discussed above, the BAAQMD's Air Quality Guidelines do not recommend a GHG emission threshold for construction-related emissions. However, they do recommend implementation of BMPs to help control and reduce GHG emissions. Implementation of the BAAQMD's BMPs (Mitigation Measure GG-1) is therefore recommended to reduce construction-related GHG emissions. This impact is considered less than significant.

Mitigation Measure GG-1: Implement BAAQMD best management practices for GHG emissions.

The City will implement, to the extent feasible, the BAAQMD's recommended BMPs to reduce construction-related GHG emissions:

- Alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment will comprise at least 15% of the fleet.

- Local building materials of at least 10%.
- Recycle at least 50% of construction waste or demolition materials.

Project Operations

As discussed in Section III, Air Quality, the BAAQMD has developed screening criteria to assist lead agencies in determining if project-generated emissions would exceed district thresholds. The requirements outlined in this section apply to operation-related GHG emissions because there is currently no threshold for construction-related GHG impacts. Because the proposed project meets all applicable criteria, it is not anticipated to generate GHG emissions that would have a significant impact on the environment. This impact is considered less than significant.

- b. The State has adopted several policies and regulations for the purpose of reducing GHG emissions. The most stringent of these is AB 32, which is designated to reduce statewide GHG emissions to 1990 levels by 2020. As discussed in a., operation-related GHG emissions would not generate a significant amount of GHG emissions. Thus, project-generated GHG emissions would not conflict with the state goals listed in AB 32 or in any preceding state policies adopted to reduce GHG emissions. This impact is considered less than significant.

VIII. Hazards and Hazardous Materials	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. The proposed project would not require long-term storage, treatment, disposal, or transport of hazardous materials. Therefore, there would be no impact.
- b. A 25-foot-wide sanitary sewer and PG&E natural gas pipeline easement bisects the southern end of the project site. The integrity of the steel PG&E gas main was tested in spring 2011 and PG&E reported acceptable results. Construction documents will be submitted to PG&E for review and comment during design.

The existing landfill gas collection system in the vicinity of the project area would be flagged to avoid accidental damage caused by heavy dirt-moving equipment. In addition, 6.5 acres of the project site are underlain with landfill refuse. The landfill refuse continues to decompose and generate landfill gas and leachate. City landfill crews operate gas and leachate extraction wells and maintain the cover soil in compliance with state regulations. New extraction wells would be installed as part of the construction phase to ensure that the City remains in compliance after the proposed project is constructed. No other structures exist on the project site.

The contractors employed on the proposed project would be required to adhere to the City's standard provisions for hazardous materials abatement and disposal (Appendix A). The City would also require the general contractor(s) selected for project implementation to adhere to standard stormwater pollution prevention BMPs to ensure that water quality is protected during construction (Appendix A). These measures would include provisions for appropriate handling of hazardous materials used on the project sites, as well as spill prevention and control measures to minimize the potential for, and effects from, spills occurring during project construction. With implementation of the City's standard provisions to safeguard public health and protect water quality, impacts related to hazardous materials transport, storage, handling, or disposal are expected to be less than significant.

- c. No schools are located within 0.25 mile of the project site. The nearest school is Palo Verde Elementary School, approximately 1.1 miles northwest of the project site. Therefore, there would be no impact.
- d. The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, there would be no impact.
- e, f. The proposed project is not currently located within an airport land use plan or in the vicinity of a private airstrip. The closest airport is the Moffett Federal Airfield, which is located approximately 2 miles southeast of the project site. The proposed project is within Moffett Federal Airfield jurisdictional boundary and within the in-progress Airport Land Use Compatibility Plan (ALUCP) area. However, because the proposed project would not require a substantial workforce and it does not propose any development that would allow for permanent occupancy of the site, it would not pose a safety hazard for people residing or working in the project area. Therefore, this impact is considered less than significant.
- g. Construction of the proposed project might result in increased traffic on roads near the project site because park visitors may choose to drive to the park. However, it is unlikely that increased traffic would result in interference with emergency response or evacuation plans. During project construction, slow-moving construction vehicles could result in traffic safety

hazards. Emergency access in the area could also be affected by project construction. Specifically, temporary lane closures and construction-related traffic could delay or obstruct the movement of emergency vehicles. With implementation of the public access and traffic control measures contained in the City's standard specification (Appendix A). Therefore, this impact is considered less than significant.

- h. There are no wildlands in the vicinity of the project area. Therefore, there would be no impact.

IX. Hydrology and Water Quality	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j. Contribute to inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- a. Construction-related runoff could contain soil and other pollutants, which might contribute to reduced water quality. Construction equipment would use toxic chemicals (e.g., gasoline, oils, grease, lubricants, chemicals for weed abatement, etc.) that could be released accidentally. However, the construction contractor would be required to implement the City's stormwater pollution prevention and integrated pest management provisions (see Appendix A). Therefore, this impact is considered less than significant.
- b. At no point would groundwater be used as a source of water for the proposed project. The addition of hardscape and parking areas outside of the landfill cell boundary is minimal and most of these improvements are located above the low permeable clay soil (dikes) installed to contain the landfill refuse. As such, the minimal new impervious surface areas would not significantly interfere with groundwater supplies or recharge. Therefore, this impact is considered less than significant.
- c, d. No streams or rivers would be altered during the course of project construction. The proposed project is not anticipated to substantially alter existing drainage patterns or increase runoff, erosion, or siltation; therefore, impacts associated with the alteration of the project site drainage pattern would be less than significant and no mitigation is required.
- e. The amount of impervious surface associated with the proposed project for walkways and parking would be low (similar to or less than the existing impervious surface at the site). This increase would result in a slight increase in flows, but drainage systems in the project would be designed to handle the increase. Existing storm water drainage systems in the vicinity would not experience significantly higher flows due to the modest increase in hardscape for the proposed project. In accordance with current regulations, storm water would be designed to drain off the site and not enter the landfill cell. Additionally, any maintenance activities at the project site would comply with the City's Integrated Pest Management Policy, which limits the use of chemicals for weed abatement to protect water quality; consequently, these activities would not result in substantial quantities of polluted runoff. Therefore, this impact is considered less than significant.
- f. Construction and maintenance activities associated with the proposed project would comply with the City's stormwater pollution prevention and integrated pest management provisions (Appendix A). Therefore, potential impacts on water quality would be less than significant.
- g. The proposed project does not involve the creation or relocation of any housing. There would be no impact.
- h, i. As described in the Environmental Checklist section under Local Setting, the project site is located within FEMA Zone X and would not be at significant risk for flooding from a 100-year storm event. The proposed project would not alter floodflows associated with the 100-year

flood, and people or structures would not be at significant risk for flooding as a result of the proposed project. Therefore, these impacts are considered less than significant.

- j. The project site is more than 20 miles from the ocean with the Santa Cruz Mountains providing an effective barrier. Potentially, a tsunami could enter San Francisco Bay via the Golden Gate; however, it would be greatly attenuated if it were to reach the project site, and would not be expected to cause substantial damage. The proposed project would not contribute to inundation by or cause substantial exposure to risks involving seiche, tsunami, or mudflow. The relatively flat area in the vicinity of the proposed project lacks hillsides or other geologic features needed to create mudflows. There would be no impact.

X. Land Use and Planning	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. The proposed project would not divide an established community. The project site is located in Shoreline at Mountain View Regional Park, and is surrounded by Regional Park lands on the northwest and Industrial Park lands on the southeast. There would be no impact.				
b. The proposed project entails construction of an athletic field complex on a currently vacant site in Shoreline at Mountain View Regional Park. The proposed project does not conflict with the General Plan Land Use designation of Regional Park and the Zoning Ordinance designation of PF (Public Facility) or the Shoreline/Vista Slope Land Use Master Plan approved in 1996. None of these plans for the project area were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there would be no conflict with any land use plan, policy, or regulation applicable to the proposed project. There would be no impact.				
c. The proposed project is not located within the boundaries of an existing habitat conservation plan or natural community conservation plan. Implementation of the proposed project and of project mitigation is consistent with the burrowing owl management areas described in the Shoreline Burrowing Owl Management Plan. There would be no impact.				

XI. Mineral Resources	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
-
- a. The proposed project would not result in the loss of availability of a known mineral resource. There would be no impact.
- b. The proposed project would not result in the loss of an important mineral resource recovery site. There would be no impact.

XII. Noise	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.,b.,c. This discussion addresses construction and operation impacts for all three questions.

Construction-Related Noise Impacts

Project construction would require the use of heavy equipment for grading, pouring concrete, and other project activities. These activities would be temporary and short term and would be undertaken in accordance with the City's standard specifications (see Appendix A), which limit activities at the project site to between the hours of 7:30 a.m. to 4:00 p.m., Monday through Friday, unless authorized by the City Engineer for special circumstances. As such, the proposed project would be consistent with the work hours specified in the City's Construction Noise Ordinance (7:00 a.m. to 6:00 p.m., Monday through Friday, unless authorized by the City Engineer for special circumstances). Additionally, the City would require the contractor to use BMPs for noise reduction, including requiring construction equipment be fitted with mufflers and requiring that idling vehicles to be shut off to minimize construction noise (Appendix A).

Although the City's Code does not specify acceptable noise levels for construction-related activities, the potential for the proposed project to expose people to, or generate, excessive noise levels during construction is not expected to be substantial given the proposed project's short duration of construction, and its implementation of the City's standard noise abatement measures. Therefore, construction-related noise impacts are considered less than significant.

Operational Noise Impacts

Primary sources of noise associated with the proposed athletic fields include traffic using the parking lot and spectators at sporting events. The facility would also utilize a public address system for announcements and periodic maintenance activities at the facility would require the use of small motorized equipment such as lawnmowers or leaf blowers. The nearest residences are approximately 0.6 mile from the project site (more than 3,000 feet) and, therefore, would not be affected by noise from the facility. Shoreline Golf Course borders the project site on the north and east. However, noise generated at the athletic fields and the distance from tees and greens on the golf course is not expected to increase the current noise levels for golfers significantly. Therefore, the proposed project's potential to expose people to, or generate, excessive noise levels during project operation would be less than significant.

- d. Construction activity associated with demolition and grading might result in minor ground vibration; however, the vibration from such activity would not be considered significant. Construction activities that would involve significant groundborne noise or vibration, such as pile driving, would not be required. Therefore, this impact is considered less than significant.
- e., f. The proposed project is not currently located within an airport land use plan or in the vicinity of a private airstrip. The closest airport is the Moffett Federal Airfield, which is located approximately 2 miles southeast of the project site. The proposed project is within Moffett Federal Airfield jurisdictional boundary and within the in-progress ALUCP area. However, because the proposed project would not require a substantial workforce and it does not propose any development that would allow for permanent occupancy of the site, it would not expose people residing or working in the proposed project area to excessive noise levels. Therefore, this impact is considered less than significant.

	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
XIII. Population and Housing				
Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. The proposed project would not extend or create roads or other significant infrastructure. There are no existing housing units on the project site and no residential units would be constructed as a part of the proposed project. It is not expected to have any influence on growth trends in the area and would not induce additional population growth. There would be no impact.				
b., c. The proposed project would expand recreational facilities, and would not displace residents or housing units. There would be no impact.				

	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	* Less-than- Significant Impact	No Impact
XIV. Public Services				
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a.1. The City Fire Department currently has five fire stations and approximately 86 employees that provide comprehensive fire prevention and fire code enforcement, fire suppression, emergency medical services, and community emergency preparedness in the city of Mountain View (City of Mountain View Fire Department 2010). Each fire station within the fire department is capable of providing fire protection, fire rescue, and emergency response, including emergency medical services, 24 hours per day.

Fire Station No. 5, located approximately 0.5 mile east of the project site at 2915 North Shoreline Boulevard, is the primary station serving the project site. This station is staffed with one engine company, one captain, one engineer, and one firefighter paramedic. A hazardous material vehicle is also located at this station and is staffed by engine personnel.

The proposed project would result in development of athletic fields and associated uses on the project site, which is currently served by the fire department. The recreational uses on the project site could lead to an increase in calls for emergency medical services and fire suppression. However, due to the limited number of new structures, the department would not need additional staff or facilities to maintain current response ratios and service standards. Furthermore, department review of all project designs at the time building permits are issued would ensure that adequate fire and life safety measures are incorporated into the proposed project in compliance with all applicable state and City fire safety requirements. The City's Fire Protection Engineer would review the proposed site plan to ensure that department personnel would have adequate access to the project site. Therefore, this impact is considered less than significant.

- a.2. The City Police Department provides police protection services in the city of Mountain View. The police department is headquartered at 1000 Villa Street, approximately 2 miles from the project site. The department currently employs 98 sworn officers and 49 non-sworn civilian staff members, including eight community service officers. The proposed expansion of public

recreational facilities could result in a slight increase in calls for police protection services, but it would not trigger a need for increased staff or new or expanded police facilities to maintain adequate service ratio response times and other objective standards. Therefore, this impact is considered less than significant.

- a.3. The Mountain View Whisman School District and Mountain View Los Altos Union High School District operate Mountain View's public schools. As stated previously, no residential units would be constructed as part of the proposed project. The proposed project would not generate additional residents or school-aged children. Therefore, the proposed project would not increase the student population in the Mountain View and would not affect schools. There would be no impact.
- a.4. The proposed project entails constructing multi-use athletic fields with associated structures, such as a play area and concessions stand. The project site is zoned as Regional Park, and is located in Shoreline at Mountain View Regional Park. The proposed project is consistent with City land use and goals for this area, and would increase the amount of available athletic fields in the city. Therefore, this impact is considered beneficial.
- a.5. There would be a slight increase in demand for water service as a result of implementing the proposed concessions, restrooms, water fountain, and irrigation system; however, there is adequate water supply for the limited amount of potable water and recycled water demand expected for the proposed project, which would be obtained via connections to existing lines on or adjacent to the project site. Therefore, this impact is considered less than significant.

XV. Recreation	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Construction of the proposed athletic fields would increase the number of recreational opportunities available to residents in the city. If anything, it would potentially attract users that would otherwise use existing neighborhood or regional parks and thus would not cause substantial deterioration to existing recreational facilities. Therefore, there would be no impact.				
b. The proposed project would involve the construction of a new recreational facility, consisting of multi-use athletic fields and associated structures, with the features described in the project description. The athletic field complex would be located on a currently vacant site within the Shoreline at Mountain View Regional Park. As described in other sections of this initial study, the new recreational facility would not have an adverse physical effect on the environment. Replacing the vacant site with an athletic complex is considered a beneficial effect on recreation. Therefore, there would be no impact.				

XVI. Transportation/Traffic	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a., b. The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the traffic circulation system, because it would not cause a substantial increase in traffic relative to the street system's existing load and capacity during construction or operation. Using the *Trip Generation Manual*, 8th Edition, the peak hour trip generation for the proposed project is calculated as 9-25 trips per field or 18-50 trips for the two permanent fields in the project area. The peak period would be 4:00 to 6:00 p.m. Based on these numbers, a traffic study is not required. Most traffic related to the soccer fields is expected on weekends when the background traffic volumes are low.

Therefore, the proposed project also would not exceed a level of service standard established by the County's congestion management agency.

During construction, construction vehicles entering or exiting the project site could result in temporary lane closures or cause temporary delays for through traffic in the project area, which could adversely affect local traffic circulation and increase traffic safety hazards. To minimize these impacts, contractors are required to implement the public access and traffic control measures included in the City's standard specifications (see Appendix A). These measures would include use of traffic cones, signs, barricades, lighted barricades, and flag holders to provide for public safety, and would also require submittal of a detailed traffic control and public access plan to the City prior to the construction. In addition, all heavy trucks used for construction would be required to comply with Article VII (Truck Routes), Sections 19.58 through 19.61, of the City's municipal code, which requires trucks to travel along designated or unrestricted routes within the city limits and to access these routes via the shortest routes possible. With implementation of the public access and traffic control measures, and adherence to the municipal code provisions regarding truck routes, the potential for the proposed project to substantially increase traffic during construction would be less than significant.

Once operating, there could be a minor increase in traffic at Shoreline at Mountain View Regional Park during game times. However, it is expected that any increase in traffic would be minor and could be accommodated. The proposed project would construct approximately 190 parking spaces. The 190 parking spaces are anticipated to provide adequate parking for the baseball, softball, and soccer games, which, depending on programming, can accommodate 88 to 120 players for a maximum of four fields playing games at one time with an estimated 66–90 spectators. Therefore, this impact is considered less than significant.

- c. The proposed project would not affect air traffic patterns. There would be no impact.
- d. The proposed project does not include any design features that would increase traffic hazards. There would be no impact.
- e. During project construction, as described for item a., b., slow-moving construction vehicles could result in traffic safety hazards. Emergency access in the area could also be affected by project construction; specifically, temporary lane closures and construction-related traffic could delay or obstruct the movement of emergency vehicles. With implementation of the public access and traffic control measures contained in the City's standard specification (see Appendix A), this impact is considered less than significant.
- f. The proposed athletic fields would be located in an existing Regional Park and would be consistent with current land use and traffic patterns. Based on the conceptual plan, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and would not decrease the performance or safety of such facilities. The proposed project would not affect existing or proposed bus routes or affect other alternative transportation routes or facilities. There would be no impact.

XVII. Utilities and Service Systems	Potentially Significant Impact	Less-than- Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.,b.,e. The City is the primary provider of sanitary sewer services for Mountain View. The City maintains its own wastewater collection system serving approximately 74,000 people in a 12 square-mile service area (City of Mountain View 2011). The City pumps its wastewater to a regional treatment plant, the Palo Alto Regional Water Quality Control Plant, located at 2501 Embarcadero Way in the city of Palo Alto. The treatment plant also receives wastewater from Palo Alto, Los Altos, East Palo Alto, Stanford University, and Los Altos Hills and serves an estimated current population of 228,500 (Regional Water Quality Control Board 2009). It has total permitted capacity of 39 million gallons per day (mgd) of average dry weather flow and a peak wet weather capacity of 80 mgd with full secondary treatment.

The proposed project's restrooms and drinking fountains would be connected to wastewater infrastructure, but these facilities would not generate a substantial amount of new wastewater. Given that the proposed project would not substantially increase demand, the treatment plant would continue to meet the wastewater treatment requirements of the Regional Water Quality Control Board. This impact is considered less than significant.

- c. The proposed project would not require the construction of new stormwater drainage facilities offsite or expansion of existing facilities. Existing major stormwater conveyance facilities would accommodate any additional stormwater generated at the project site. This impact is considered less than significant.
- d. Operation of the proposed project would include a drinking water fountain for park visitors and placement of an irrigation system for minimal landscaping and may possibly be used to cool the synthetic turf on extremely hot days. The total water demand resulting from the proposed project would be less than significant because it would be adequately served from existing entitlements and would be connected to existing infrastructure on and adjacent to the project site. In addition, recycled water would be used for landscaping. This impact is considered less than significant.
- f. Once operational, solid waste generated by the proposed project is expected to be minimal. The city is served by a permitted landfill with sufficient capacity to accommodate the solid waste generated by the proposed project. Therefore, the proposed project would have a less-than-significant impact on solid waste disposal. Construction-related solid waste is addressed in item g.
- g. The proposed project would generate construction-related solid waste. Solid waste generated during construction would be stored and disposed according to all relevant federal, state, and local statutes. As described in the project description, the contractors employed on the proposed project would be required to adhere to the City's standard provisions, including those regarding hazardous materials abatement and disposal (see Appendix A). Contractors would also be required to salvage at least 50% by weight of the materials generated from building demolition in accordance with the City's Construction and Demolition Debris Diversion Ordinance (see Appendix A). Because the proposed project would comply with all federal, state, and local statutes regarding solid waste, no impacts are expected to occur.

XVIII. Mandatory Findings of Significance	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a., c. As described throughout this initial study, the impacts of the proposed project would be less than significant with implementation of the City's standard construction and demolition measures (Appendix A), which reduce potential construction-related hazardous materials, water quality, noise, and traffic impacts to a less-than-significant level. Additionally, mitigation measures are identified in this initial study to ensure that impacts on air quality, biological, and geological resources are less than significant. Together, the City's standard measures and the additional mitigation measures identified in the initial study would ensure that the proposed project's potential for construction-related impacts to degrade the quality of the environment are reduced to a less-than-significant level. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. In areas where impacts on wildlife are expected (e.g. burrowing owl foraging habitat), mitigation has been prescribed that offset those impacts.
- b. The proposed project would not result in a substantial contribution to impacts that are individually limited or cumulatively considerable. The proposed project's effects are primarily temporary and construction related, and all potential impacts would be less than significant or

reduced to a less-than-significant level with mitigation required as part of the proposed project. No impacts would result in a substantial contribution to a significant cumulative impact. Therefore, this impact is considered less than significant.

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Personal Communications

Rodriguez, Rey. Senior Project Manager – City of Mountain View. Email Communication. August 5, 2011.

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Appendix A
Standard Demolition and Construction Measures

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Appendix C. Standard Demolition and Construction Measures: As required by the City, the contractor retained for project construction and/or demolition will comply with City's standard contract documents and specifications. Key demolition and construction practices identified by the City include the following.

SITE APPEARANCE

- The Contractor shall maintain a neat appearance to the work site throughout the construction period. When practical, broken concrete, dirt and debris generated by the construction shall be disposed of concurrently with its removal. If stockpiling is necessary, the material shall be removed or disposed of daily or at the direction of the Engineer.

NOISE CONTROL

- To minimize the impact of construction noise on nearby residents or businesses, construction hours will be from 7:30 a.m. to 4:00 p.m., Monday through Friday. No construction will occur on Saturdays, Sundays, City holidays or other times as specified elsewhere in these specifications without prior approval of the City Engineer.
- During construction, the Contractor shall ensure that each piece of construction equipment used for any purpose on or related to the job is equipped with a muffler of a type recommended by the manufacturer of the equipment. No construction equipment will be allowed to operate on the job without such a muffler. All idle equipment shall be shut off. When appropriate, the Contractor shall minimize back-up warning noise from construction equipment.

DUST CONTROL AND STREET SWEEPING

- The Contractor shall keep the work area sufficiently watered to keep dust to a minimum at all times during construction or street sweeping. The Contractor shall clean up dirt and debris that are attributable to the Contractor's activities from City streets with a designated street sweeper. Street sweeping shall be performed at least daily when necessary. The cleanup shall include washing the streets from a tanker truck with a high-pressure nozzle with reclaimed water, where feasible, and/or sweeping the streets with both a broom-type sweeper and a regenerative air vacuum sweeper. When water is used in the street cleaning operation, the Contractor shall contain the slurry from entering the City storm drainage system by using the appropriate Best Management Practices (BMP) and shall properly dispose of the slurry off-site. If the Contractor fails to contain the slurry, the City will issue a stop-work notice and take necessary action to require the Contractor to set up the preventive measures or clean up the storm drainage system as the case may be.

PUBLIC ACCESS AND TRAFFIC CONTROL MEASURES

- The Contractor shall be responsible, during all phases of the work, to provide for public safety and convenience by use of traffic cones, signs, barricades, lighted barricades and flag holders as described in the latest edition of the State of California, Department of Transportation, Manual of Traffic Controls for Construction and Maintenance Work Zones.
- Prior to starting construction, the Contractor shall submit a detailed traffic control and public access plan conforming to the restrictions and requirements in the contract documents. The detailed plan shall show the methods to be used to maintain vehicular traffic flow and pedestrian access around the project site.

- Pedestrian safety signs shall be erected as directed. Barricades shall be furnished, placed and maintained at the locations designated by the Engineer or specified and shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these Special Provisions.
- Construction and traffic control signs shall be placed on portable flag-tree stands and need only be in place during periods of construction.

STORMWATER POLLUTION PREVENTION MEASURES

- In compliance with the State and Federal regulations regarding storm water management during construction, the Contractor shall not allow any debris, waste materials or pollutants, originating from the Contractor's operations, to enter the storm drainage system, which leads to contamination of local creeks and the San Francisco Bay.
- As applicable to the project or directed by the Engineer, the Contractor shall implement any or all of the following Best Management Practices (BMPs):

Material Handling and Storage

The Contractor shall propose areas in the vicinity of or within the project site or within the Contractor's staging site, which are suitable for material delivery and storage. To the maximum extent practicable, these areas shall be away from gutters, catch basins, drainage courses or creeks. The Contractor shall submit the proposed areas to and shall obtain the approval from the Engineer in writing prior to bringing in materials.

- The Contractor shall store granular materials at least ten feet (10') away from any inlet or curb return and shall prevent the granular materials from entering the storm drain system, drainage courses or creeks. During wet weather or when rain is forecast within 24 hours, the Contractor shall cover granular materials with a tarpaulin and surround the material with sandbags or other approved heavy objects.
- The Contractor shall propose, within the project site or the Contractor's staging site, an area that is suitable for hazardous material delivery and storage. To the maximum extent practicable, the area shall be away from inlets, gutters, drainage courses or creeks. The Contractor shall submit the proposed area to and shall obtain approval from the Engineer in writing prior to bringing in hazardous materials.
- The Contractor shall label and store all hazardous materials and hazardous wastes in accordance with secondary containment regulations, the City of Mountain View Hazardous Materials Storage Ordinance and all applicable Santa Clara County, State and Federal laws and regulations.
- The Contractor shall keep all hazardous materials or waste in containers and fully covered to avoid contamination of storm runoff.
- The Contractor shall keep an accurate, up-to-date inventory, including Materials Safety Data Sheets (MSDSs), of hazardous materials and hazardous wastes stored on-site to assist emergency response personnel in the event of a hazardous material incident.

Hazardous Material Usage

- The Contractor shall follow all local, State and Federal policies, laws and regulations governing the use of hazardous materials.

- The Contractor shall use only Category III pesticides for pest control. If Category III pesticides are unavailable, have been tried but proven ineffective, or when it is necessary to prevent a pest outbreak that poses an immediate threat to public health or significant economic loss, the City may consider allowing the use of Category II pesticides with a dose of up to LD50 (a dose that kills 50 percent of the targeted pest population in the laboratory) provided that the risk to the applicator and impact to the environment can be justified. Use of Category I pesticides is prohibited.
- Apply pesticides at the appropriate time to maximize their effectiveness and minimize the likelihood of discharging nondegraded pesticides into storm water system, drainage courses and creeks.
- Mix only as much material as is necessary for treatment. Calibrate application equipment prior to and during use to ensure desired application rate. Do not mix or load pesticides adjacent to storm drain system, drainage courses or creeks.
- The Contractor shall not overapply herbicides, pesticides or fertilizers and shall follow the manufacturer's instructions regarding uses, protective equipment, ventilation, flammability and mixing of chemicals. Overapplication of a pesticide is a "label violation" subject to an enforcement action by the Santa Clara County Agriculture Department.
- When rain is forecast within 24 hours or during wet weather, the Contractor shall not apply chemicals in outside areas unless otherwise allowed by the Engineer in writing.

Integrated Pest Management Methods

- The Contractor shall employ, in place of pesticides, integrated pest management methods including:
 - a. No control
 - b. Physical or mechanical methods
 - c. Least toxic chemicals (insecticidal soaps and oil, etc.)

Vehicle and Equipment Cleaning, Maintenance and Fueling

- The Contractor shall not clean or wash vehicles or equipment onsite or in the streets. If allowed by the Engineer in writing, cleaning and washing shall be performed in a designated and bermed area approved by the Engineer using water only. No soaps, solvents, degreasers, steam cleaning equipment or similar methods are permitted. The Contractor shall not allow wash water to flow into streets, gutters, storm drain system, drainage courses or creeks.
- The Contractor shall perform maintenance and fueling of vehicles or equipment in a designated, bermed area or over a drip pan that will prevent waste, leaks or spills from entering streets, gutters, storm drain system, drainage courses or creeks.
- The Contractor shall inspect all vehicles and equipment arriving on-site for leaking fluids and shall promptly repair leaking vehicles and equipment. Drip pans shall be used to catch leaks until repairs can be made. Shut-off valves on equipment must be working properly.

Spill Prevention Control

- If hazardous materials are used on the project, the Contractor shall keep a stockpile of spill clean-up materials, such as rags or absorbents, readily accessible on-site.

- The Contractor shall immediately contain and prevent spills or leaks from entering storm drain system, drainage courses or creeks and shall properly clean up and dispose of the spills or leaks. The Contractor shall not wash the spills or leaks into streets, gutters, storm drain system, drainage courses or creeks and shall not bury the spills or leaks.
- In case of a hazardous material spillage, the Contractor shall immediately call 911 and shall handle the spilled material in accordance with the requirements of 6, "Disposal of Hazardous Waste," below.

Disposal of Hazardous Waste

- Unless the Contractor is a licensed hazardous waste handler, the Contractor shall contract with a licensed hazardous waste handler to remove and dispose of hazardous waste materials unless the waste quantities to be transported are below threshold limits for transportation as specified in the State and Federal regulations.
- The Contractor shall arrange for regular hazardous waste collection to comply with limits for storage of hazardous waste.
- The Contractor may dispose of dry, empty paint cans, buckets, paintbrushes, rollers, rags and drop cloths in the trash.
- The Contractor shall dispose of hazardous waste at facilities authorized for treatment, storage and disposal of hazardous waste only.

Street Sweeping

- At the end of each day or as directed by the Engineer, the Contractor shall sweep roadways of all debris and excess materials attributed to the Contractor's operations.

Water Usage

- The Contractor shall use the least amount of water necessary for dust control and street sweeping operations.
- The Contractor shall not use water to flush dust and debris down the street in place of street sweeping. If dumpsters or portable sanitary facilities are used, they shall be stationed at least ten feet (10') away from storm drain facilities.

Dumpsters and Portable Sanitary Facilities

- If dumpsters or portable sanitary facilities are used, they shall be stationed at least ten feet (10') away from storm drain facilities.
- The Contractor shall arrange for regular waste collection to keep dumpsters and portable sanitary facilities from overflowing and shall regularly inspect these facilities for leaks. If a leak is discovered, the Contractor shall arrange for the repair or replacement of facilities that leak. The Contractor shall not wash the dumpsters or portable sanitary facilities on-site.

Earthwork

- The Contractor shall maximize the control of erosion and sediment by using the Best Management Practices for erosion and sedimentation control described in the California

Storm Water Best Management Practice Handbook—Construction Activity or ABAG Manual
of Standards for Erosion and Sediment Control Measures.

Saw Cutting

- During saw cutting or grinding operation, use as little water as possible.
- During saw cutting, the Contractor shall cover or barricade catch basins using filter fabric, straw bales, sandbags or fine gravel dams to keep slurry out of the storm drain system. When protecting a catch basin, the Contractor shall ensure that the entire opening of the catch basin is covered. Refer to California Storm Water Best Management Practice Handbook for these control measures.
- The Contractor shall shovel, absorb or vacuum saw cut slurry and pick up the waste as the work progresses prior to moving to the next location, as specified elsewhere in these specifications or as directed by the Engineer.
- If saw cut slurry enters catch basins, the Contractor shall, at the Contractor's cost, clean up the storm drain system immediately.

Contractor Training and Awareness

- The Contractor shall train all employees and subcontractors on the storm water pollution prevention requirements contained in these specifications.
- The Contractor shall inform subcontractors of the storm water pollution prevention contract requirements and include appropriate subcontract provisions to ensure that these requirements are met.
- The Contractor shall post warning signs in areas treated with chemicals.

HAZARDOUS MATERIALS ABATEMENT AND DISPOSAL

- The Contractor shall be responsible for complying with all required permits (including applicable permit fees), license, certification, patent, safety, and all legal requirements necessary for the hazardous material abatement, removal, and disposal work, regardless of actual quantity or location, which may differ from the reports. In the event that an item is identified to contain a hazardous material other than those listed in these specifications, the Contractor shall immediately notify the Engineer and take necessary steps to perform abatement of said material.
- The hazardous materials abatement operations shall occur prior to the demolition of the buildings. The work shall be performed under the supervision of a contractor who has registered with and been certified by the Division of Occupational Safety and Health of the State of California (Cal-OSHA) for hazardous materials removal required pursuant to the Labor Code and Business and Profession Code. The personnel who actually perform the work shall be properly trained and outfitted.

DISPOSAL OF EXCESS MATERIALS CONTAINING ASBESTOS OR LEAD

- The Contractor shall, at the Contractor's own expense, dispose of all excess materials containing asbestos or lead off-site in a safe and legal manner. All excess materials containing asbestos or lead shall be transported by a Department-of-Transportation-registered waste hauler to a disposal site currently permitted by the State of California disposal regulations. All loaded trucks shall be properly covered before leaving the site.

- Prior to the removal work, the Contractor shall submit to the Engineer for approval the Contractor's proposed disposal site and haul route. The Contractor shall not proceed with the disposal operation until the Engineer has approved the haul route and disposal site.

DEMOLITION DEBRIS RECYCLING/SALVAGE REQUIREMENT

- Demolition debris recycling/salvage requirement shall be performed and strictly enforced in accordance with the City's Construction and Demolition Debris Diversion Ordinance (see Appendix A). In this project, the Contractor shall recycle or salvage at least 50% by weight of the materials generated from the demolition.
- The Contractor is required to submit to the Engineer a Construction and Demolition Debris Management Plan (CDDMP) prior to beginning the work and a final report at the conclusion of the project on a Construction and Demolition Debris Management Plan and Final Report (CDDMP&FR) form.

Appendix B

Air Quality Data Sheets

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name:

Project Name: SAF Construction

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
Time Slice 10/10/2011-10/11/2011 Active Days: 3	1.34	10.80	6.57	0.00	0.00	0.60	0.60	0.00	0.44	0.44	1,018.38
Fine Grading 10/10/2011-10/11/2011	1.34	10.80	6.57	0.00	0.00	0.60	0.60	0.00	0.44	0.44	1,018.38
Fine Grading Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Off Road Diesel	1.22	10.72	5.73	0.00	0.00	0.45	0.45	0.00	0.41	0.41	934.20
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	84.18
Time Slice 10/12/2011-10/20/2011 Active Days: 5	2.58	21.20	11.34	0.00	421.38	1.12	422.49	88.00	0.92	88.92	2,072.73
Fine Grading 10/12/2011-10/20/2011	2.58	21.20	11.34	0.00	421.38	1.12	422.49	88.00	0.92	88.92	2,072.73
Fine Grading Dust	0.00	0.00	0.00	0.00	421.38	0.00	421.38	88.00	0.00	88.00	0.00
Fine Grading Off Road Diesel	2.46	21.12	10.50	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,988.55
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	84.18
Time Slice 10/21/2011-12/1/2011 Active Days: 3	4.90	57.65	23.09	0.06	0.21	2.43	2.64	0.07	2.12	2.19	8,111.74
Fine Grading 10/21/2011-12/01/2011	4.90	57.65	23.09	0.06	0.21	2.43	2.64	0.07	2.12	2.19	8,111.74
Fine Grading Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Off Road Diesel	2.46	21.12	10.50	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,988.55
Fine Grading On Road Diesel	2.32	36.45	11.75	0.06	0.21	1.31	1.52	0.07	1.20	1.27	6,039.01
Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	84.18
Time Slice 12/2/2011-12/8/2011 Active Days: 5	1.34	10.80	6.57	0.00	25.00	0.60	25.60	5.22	0.44	5.66	1,018.38
Fine Grading 12/02/2011-12/08/2011	1.34	10.80	6.57	0.00	25.00	0.60	25.60	5.22	0.44	5.66	1,018.38
Fine Grading Dust	0.00	0.00	0.00	0.00	25.00	0.00	25.00	5.22	0.00	5.22	0.00

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Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.00	0.15	0.15	0.00	0.03	0.03	84.18
Time Slice 8/13/2012-8/24/2012 Active Days: 10	0.48	2.41	2.53	0.00	0.00	0.00	0.35	0.35	0.00	0.22	0.22	329.77
Fine Grading 08/13/2012-08/24/2012	0.48	2.41	2.53	0.00	0.00	0.00	0.35	0.35	0.00	0.22	0.22	329.77
Fine Grading Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Off Road Diesel	0.36	2.33	1.69	0.00	0.00	0.00	0.20	0.20	0.00	0.19	0.19	245.59
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.00	0.15	0.15	0.00	0.03	0.03	84.18
Time Slice 8/27/2012-8/31/2012 Active Days: 5	1.29	10.24	6.21	0.00	12.60	13.17	0.57	0.57	2.63	0.41	0.41	1,018.38
Fine Grading 08/27/2012-08/31/2012	1.29	10.24	6.21	0.00	12.60	13.17	0.57	0.57	2.63	0.41	0.41	1,018.38
Fine Grading Dust	0.00	0.00	0.00	0.00	12.60	12.60	0.00	0.00	2.63	0.00	0.00	0.00
Fine Grading Off Road Diesel	1.17	10.16	5.37	0.00	0.00	0.42	0.42	0.42	0.00	0.38	0.38	934.20
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.15	0.00	0.03	0.03	84.18
Time Slice 9/3/2012-9/5/2012 Active Days: 3	1.13	9.23	5.47	0.00	12.60	13.12	0.52	0.52	2.63	0.37	0.37	932.20
Fine Grading 09/03/2012-09/05/2012	1.13	9.23	5.47	0.00	12.60	13.12	0.52	0.52	2.63	0.37	0.37	932.20
Fine Grading Dust	0.00	0.00	0.00	0.00	12.60	12.60	0.00	0.00	2.63	0.00	0.00	0.00
Fine Grading Off Road Diesel	1.01	9.15	4.63	0.00	0.00	0.37	0.37	0.37	0.00	0.34	0.34	848.02
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.15	0.00	0.03	0.03	84.18
Time Slice 9/6/2012-9/12/2012 Active Days: 5	1.69	6.44	4.67	0.00	0.00	0.70	0.70	0.70	0.00	0.54	0.54	620.67
Asphalt 09/06/2012-09/12/2012	1.69	6.44	4.67	0.00	0.00	0.70	0.70	0.70	0.00	0.54	0.54	620.67
Paving Off-Gas	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.04	6.36	3.83	0.00	0.00	0.55	0.55	0.55	0.00	0.51	0.51	536.49
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.15	0.00	0.03	0.03	84.18
Time Slice 9/13/2012-9/26/2012 Active Days: 10	1.13	9.23	5.47	0.00	0.00	0.52	0.52	0.52	0.00	0.37	0.37	932.20
Fine Grading 09/13/2012-09/26/2012	1.13	9.23	5.47	0.00	0.00	0.52	0.52	0.52	0.00	0.37	0.37	932.20
Fine Grading Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Off Road Diesel	1.01	9.15	4.63	0.00	0.00	0.37	0.37	0.37	0.00	0.34	0.34	848.02
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.15	0.00	0.03	0.03	84.18

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Time Slice 9/27/2012-10/10/2012 Active Days: 1

Fine Grading 09/27/2012-10/10/2012	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	84.18
Fine Grading Dust	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	84.18
Fine Grading Off Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.12	0.08	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	84.18

Phase Assumptions

Phase: Fine Grading 10/10/2011 - 10/11/2011 - P-1

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

Phase: Fine Grading 10/12/2011 - 10/20/2011 - P-2

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 3571 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Crushing/Processing Equip (142 hp) operating at a 0.78 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Fine Grading 10/21/2011 - 12/1/2011 - P-3

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 1666.67

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Off-Road Equipment:

- 1 Crushing/Processing Equip (142 hp) operating at a 0.78 load factor for 6 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Fine Grading 12/2/2011 - 12/8/2011 - P-4

Total Acres Disturbed: 5

Maximum Daily Acreage Disturbed: 1.25

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

Phase: Fine Grading 12/9/2011 - 12/13/2011 - P-5

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 6 hours per day
- 1 Pumps (53 hp) operating at a 0.74 load factor for 6 hours per day

Phase: Fine Grading 7/2/2012 - 7/20/2012 - A-1

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 2000 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Crushing/Processing Equip (142 hp) operating at a 0.78 load factor for 6 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Scrapers (313 hp) operating at a 0.72 load factor for 6 hours per day

Phase: Fine Grading 7/23/2012 - 7/27/2012 - A-2

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Total Acres Disturbed: 5
Maximum Daily Acreage Disturbed: 1.25
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 0
Off-Road Equipment:
1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

Phase: Fine Grading 7/30/2012 - 8/3/2012 - A-3

Total Acres Disturbed: 0
Maximum Daily Acreage Disturbed: 0
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 0
Off-Road Equipment:
1 Bore/Drill Rigs (291 hp) operating at a 0.75 load factor for 6 hours per day

Phase: Fine Grading 8/6/2012 - 8/10/2012 - A-4

Total Acres Disturbed: 0
Maximum Daily Acreage Disturbed: 0
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 0
Off-Road Equipment:
1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
1 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Fine Grading 8/13/2012 - 8/24/2012 - A-5

Total Acres Disturbed: 0
Maximum Daily Acreage Disturbed: 0
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 0
Off-Road Equipment:
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

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Phase: Fine Grading 8/27/2012 - 8/31/2012 - A-6

Total Acres Disturbed: 2.5

Maximum Daily Acreage Disturbed: 0.63

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

Phase: Fine Grading 9/3/2012 - 9/5/2012 - A-7

Total Acres Disturbed: 2.5

Maximum Daily Acreage Disturbed: 0.63

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Off Highway Tractors (267 hp) operating at a 0.65 load factor for 6 hours per day

Phase: Fine Grading 9/13/2012 - 9/26/2012 - A-9

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Off Highway Tractors (267 hp) operating at a 0.65 load factor for 6 hours per day

Phase: Fine Grading 9/27/2012 - 10/10/2012 - A-10

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

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Phase: Paving 9/6/2012 - 9/12/2012 - A-8

Acres to be Paved: 1

Off-Road Equipment:

1 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 6 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

File#:

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8/15/2011